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PEKING ORDERS RETREAT.

NORTHERN ARMIES IN BAD WAY.

NATIONALIST PLANES TO BOMB TSINAN.

MORE SUCCESSES.

Shanghai, Apr. 20. All reports indicate that the fighting on the Tientsin-Pukow line during the past few days has resulted in the Nationalist troops gaining the upper hand.

In a telegram to the Haichow Nationalist headquarters, General Mow Pei-nam, of the "Ironsides," claims that his troops captured more than 10,000 Shantung-Chihli units on the battlefield and that the fall of Tsinanfu, the capital of Shantung, is expected during the next few days.

When the news reached Peking that the troops of General Chu Yu-pu of the Fengtien Army had suffered a heavy defeat on the Peking-Hankow line on Tuesday, and when on the same day Taming, in Chihli, one of the strategic points on the Peking-Hankow line, near Chinate, was also seized by the Nationalists, Marshal Chang Tso-lin ordered a general retreat of his armies on the Peking-Hankow line.

Marshal Feng Yu-hsiang claims that his Army has captured Taming.

Defence of Taitan.

Generals Chang Chung-chang and Sun Chuan-fang, of the Shantung and Chihli armies, have arrived in Taitan, a city very near to Tsinanfu, in order to make preparations to stop the Nationalist advance.

General Chang Chung-chang has ordered his troops on the Tientsin-Pukow line to move back to Taitan. Up to Thursday, more than 10,000 of his defeated units had reached the city.

It is expected that the biggest battle will be fought in the next few days between districts in the vicinity of Taitan and Tsinanfu. Nationalist leaders in Haichow have declared that they will send military aeroplanes to bomb Tsinan.

Warships From Tsingtao.

In the native city in Shanghai, Martial Law has been enforced after 9 p.m. since Thursday, when news reached the city that a number of warships of the Fengtien faction had left Tsingtao for Shanghai in the hope of seizing the city from the Nationalist Government.

Marshal Feng Yu-hsiang, an ally of the Kuomintang, claims that his troops, which captured Tsinan on Tuesday, seized from the enemy large quantities of ammunition. He also claims the capture of a number of military aeroplanes.

Immediately on his arrival at Haichowfu with his Army, General Chu Pei-teh, the former Kiangsi Nationalist ruler, left with his troops for the north.

Generals Chen Chien and Pei Chung-hsi, the two Nationalist military leaders now ruling Hupeh and Hunan, have received orders from Nanking to concentrate all available troops to join in the Northern Expedition at the earliest moment. There have always been two army corps in Hupeh and Hunan assigned for the rounding up of bandits in the two provinces, and a Chinese cable indicates that General Pei Chung-hsi has declared that these Corps will now join in the Northern campaign.

Marshal Chiang Kai-shek, in view of the recent victories of his Army, has declared that he will soon personally go to the front to direct the Nationalist Army. He has wired to the Nanking Military Council requesting that more heavy artillery be dispatched to the front.

In response to an order by Marshal Chiang Kai-shek, the Nanking Nationalist Finance Minister, Mr. T. V. Soong, left Nanking with Dr. H. H. Kung, another Nationalist leader, on Thursday for Haichow.

Wounded Southerners at Pukow.

Pukow, Apr. 20. Large numbers of wounded Southern troops are arriving by train.—Naval Wireless.

(Continued on Page 15.)

"BREMEN" TO FLY TO GERMANY.

AVIATORS TO RETURN THE WAY THEY CAME.

SNOWSTORM MISHAP.

New York, Apr. 20.

A message from Greenly Island states that Captain Koehl, the pilot of the Transatlantic plane "Bremen" has announced his intention of flying to Baron Von Huchnefeld back to Germany.

A giant Ford monoplane has been chartered by New York interests and has left Detroit with supplies for Murray Bay, where it will pick up spare parts and a pilot to proceed to Greenly Island.

A message from Quebec states that a Canadian aeroplane carrying newspaper correspondents and a number of cinematograph operators has been forced down by a snowstorm about twenty miles north-east of Murray Bay.—*Reuter's American Service.*

FRENCH SUGGESTIONS SUBMITTED.

MULTILATERAL ARBITRATION PACT.

London, Apr. 20.

The French Government, through the French Embassy in London, has communicated to the British Foreign Office, their comments on the American draft proposals for a multilateral pact renouncing war as an instrument of national policy.

It will be recalled that when the American draft proposals were communicated to the principal Powers the French Government requested that before observations were made on the subject, their own suggestions should also receive consideration.—*British Wireless.*

FRANCE WANTS AN AIR MINISTER.

SEQUEL TO BRILLIANT WORLD FLIGHT.

Paris, Apr. 20.

A lively discussion has been taken by the Press following the remarkable round-the-world flight of Costes and Lebrun, in regard to the fact that the historic flight was made mainly without official support.

It is emphasised that the dash from Tokyo to Paris was entirely unaided, yet the aviators succeeded in beating all previous records for speed, tenacity and economy.

The newspapers are again demanding the appointment of an Air Minister who will devote his whole time to the development of aviation.—*Reuter.*

REDUCTION IN NAVAL FORCES.

COMPARISON OF TO-DAY WITH 1913.

London, Apr. 20.

Mr. W. C. Bridgeman, the First Lord of the Admiralty in a written Parliamentary answer, gives a comparison of the number of officers and ratings serving in the Navy in 1913 and this year.

In January 1913, there were 9,489 officers and 128,907 ratings the total being 138,396.

In January this year, there were 8,560 officers and 98,799 ratings or a total of 107,359.—*British Wireless.*

FRENCH CRUISER LAUNCHED.

SPEED OF 33 KNOT AND CARRIES PLANES.

Paris, Apr. 20.

The new 10,000-ton cruiser, "Colbert," was launched at Breton today. She can attain a speed of 33 knots and carries two seaplanes.—*Reuter.*

OPIUM SMUGGLED TO MACAO.

6 TONS FROM FRENCH INDO-CHINA.

CRITICISMS AT THE GENEVA OPIUM MEETING.

HONGKONG MEASURES.

Geneva, Apr. 20.

The Opium Committee of the League further concerned itself today with the reports of seizures of opium and narcotics in various countries.

Sir John Campbell (India) stated that all the cocaine seized in India came from the Far East, while Viscount Sato observed that large quantities of cocaine, heroin and morphine were despatched to China from New York and some of the drugs seized in India might come from China; not all from Japan.

The statement of Mr. Van Wetum (Netherlands) on the action taken by his Government in order to stop the illicit traffic in narcotics and the withdrawal of the licence of a Dutch Wholesale firm which was found to be engaged in the traffic, was received with general applause.

Mr. Chao drew attention to the smuggling of drugs from Afghanistan to China and asked whether it could not be stopped.

Mr. Bourgeois asked for a return of the seizures of cocaine which, he declared, amounted to several tons.—*Reuter.*

Macao Smuggling.

Later in the day, the Committee concluded the examination of the available statistics regarding illicit traffic.

Sir John Campbell drew attention to the smuggling of six tons of Indian opium, which were re-exported from French Indo-China to Macao.

He desired to know how it escaped the knowledge of the French authorities.

M. Bourgeois' reply was apparently not considered very convincing by the other delegates.

He went into a lengthy description of the control of raw and prepared opium in Indo China, and declared that the Governor-General had prohibited its export to Macao.

British Protection Withdrawn.

Sir Malcolm Delevingne (Britain) observed that the matter was important as opium was smuggled from Kwang-chow-wan and Macao to Hongkong. He later referred to the illicit traffic in China and mentioned that British protection was withdrawn from the river steamers in China if it was found that they engaged in such traffic.

An interesting sequel to Heer Van Wetum's statement, is that a representative of a Bala factory supplying drugs to Holland has telegraphed his firm to discontinue the supply.—*Reuter.*

DISASTROUS FIRE AT CHUNGKING.

THOUSANDS OF HOUSES DESTROYED.

Chungking, Apr. 20.

A very big fire occurred here yesterday (Thursday), several thousand houses being burnt.—*Naval Wireless.*

PERSIA'S FINANCIAL ADVISER.

GERMAN DOCTOR SUCCEEDS AMERICAN.

Berlin, Apr. 20.

The German Dr. Lindenblatt, formerly the Director of the Credit Bank of Sofia, has been appointed by the Persian Government as financial adviser in succession to the American, Mr. Millsbaugh.

Dr. Lindenblatt will be leaving for Teheran shortly.—*Reuter.*

SQUALLY WEATHER.

The Observatory forecast up to noon tomorrow is:—South winds, moderate; squally, fair to showery.

KINKEAD'S FATAL CRASH.

EXPERT BELIEVES AN ERROR OF JUDGMENT.

MISJUDGED HEIGHT.

London, Apr. 20.

At the resumed inquest on Flight-Lieutenant Kinkead, the famous British R. A. F. Pilot, who was killed at Calshot when testing his plane for an attempt on the world's speed record, a verdict of "Death by Misadventure" was recorded.

Major Cooper, the Inspector of Accidents from the Air Ministry, testified that the machine which fatally crashed was faultless.

Major Cooper said he believed that Flight-Lieutenant Kinkead decided to abandon the attempt for the day, and misjudged his height from the water when he was endeavouring to alight.

The witness was definitely of the opinion that the unfortunate airman was not affected by fumes in the slightest.

Major Cooper mentioned that another attempt to break the world's speed record would be made and that everything possible would be done to prevent the possibility of an accident.—*Reuter.*

MEXICAN GUERRILLA WARFARE.

"ROSE OF TRINIDAD" AMONG THE KILLED.

Mexico City, Apr. 20.

A notorious bandit leader was among the killed in an encounter between Federal troops and insurgents in the State of Jalisco yesterday, a message from Guadalupe states.

A brief but fierce battle ended in the defeat of the insurgents who fled leaving 73 killed and many wounded.

The rebels belonged to the band led by a man named Guillen, better known as "The Rose of Trinidad," who was among the slain.

The losses suffered by the Federal troops are not given.—*Reuter's American Service.*

SEARCH FOR "ASIATIC PRINCE."

U.S. CRUISERS TO SCOUR HAWAII ISLANDS.

Honolulu, Apr. 20.

The United States cruisers Marblehead, Cincinnati and Richmond, on their way to the Far East from Hawaii after manoeuvres with the Pacific Fleet, have been ordered to search for the missing Prince liner "Asiatic Prince" or its lifeboats among the Northern islands of Hawaii.

The "Asiatic Prince" it is feared, must have been lost during severe weather in the Pacific. She is over a fortnight overdue at Yokohama.—*Reuter.*

STEAMER IN DISTRESS OFF COLOMBO.

FRENCH BOAT CALLS FOR ASSISTANCE.

London, Apr. 20.

A message from Colombo states that the French steamer "Cappadocia" from Haiphong is lying helpless about eighteen miles south of Colombo unable to proceed owing to turbine trouble.

The steamer has wireless for towage, and a tug has been ordered to proceed immediately to assist.—*Reuter.*

COMMUNIST ACTIVITY AT RIGA.

POLICE SEIZE IMPORTANT DOCUMENTS.

Riga, Apr. 20.

In the course of searches today, the political police found a number of documents relating to the Communist activities in subsidising and controlling the Left newspapers. Copies of important correspondence with Moscow was also discovered. As the result of the raids, the police made eleven arrests, while others are pending.—*Reuter.*

RED ARMY NEAR SHANGHAI.

OUTRAGES IN TWO VILLAGES.

HOUSES BURNT DOWN AND MANY KILLED.

TROOPS DESPATCHED.

Shanghai, Apr. 16.

Considerable perturbation has been caused in Shanghai. The news, which reached here on Saturday, that on Friday morning gangs of bandits, who style themselves the "Communist Army," attacked the villagers at Nanzhang and Kading, is decidedly startling.

The Communists set fire to several houses in the two villages and killed a number of the inhabitants.

The police arrived too late to succour the inhabitants, or to make any arrests, despite the fact that Inspector Hsu Pao-chung of the 1st District Marine Police, stationed at Ningbo, immediately on receipt of the news, hurried to the scene with police.

Troops Despatched.

Nanzhang is about seven miles from the Settlement, and the situation is regarded as being so serious that Gen. Chen Tzu-chun, has sent a portion of the 1st Division of the 32nd Army Corps to that town, where they are to be posted permanently. General Chen, according to the Kuo Min News Agency has also stationed one company of soldiers in each of the stations on the Shanghai-Nanking Line to suppress Communist disturbances.

Nanzhang, which is a village of some 10,000 inhabitants, is about six miles or so from Kading, the only means of access to the latter being by water or mud-tracks.

Two Villages Burnt.

Additional details of the outrages were given by the Shungpoo yesterday. On the 12th instant, says this paper, terrible outrages were committed by the Communists at Loh Chi-chiao Village, near Kading. Many people were killed and hundreds of houses were burnt to the ground.

At 11 p.m., on the 12th instant, people inside the city heard the sound of gunfire and general alarm ensued as it was known that Koh Lung Chen Village, some 10 1/2 miles away from the West Gate, had been captured by the Communists. Following the capture of the village, the Communists set fire to the houses and shops and shot all those who attempted to escape.

Many Houses Destroyed.

On the following day, an investigation was made and it was found that practically every house, including the police stations, had been razed to the ground. The chief of police was missing and more than a score of people, including several policemen, were found dead. The local people said that when the Communists left the place, they (the Communists) clapped their hands and fired many shots to celebrate their victory.

On the 15th instant, Wan Kan Chen Village, the Shungpoo continues, was also burnt by the Communists and about 25 persons were killed. Three Communists were captured by soldiers, who, however, had arrived too late to stop the outrages.

The Communists are said to be well armed, having rifles, swords, daggers and iron clubs.

Martial law has been declared in Kading and the city gates are being closed at eight o'clock each night.

Kading by the way is the birthplace of Dr. Wellington Koo, former Premier and Foreign Minister in Peking.

Communist and Peasant.

The outrage is evidently part of the general scheme on which Communists have been working for several weeks to make all the trouble possible among the peasants between here and Nanking. On March 22 they devastated a large village near Kiangyin, not far from Chungking and did six enormous amount of damage in the surrounding country. Foreign missionaries had to flee from Kiangyin though they have since returned.—*N. C. Daily News.*

Bulls and Innings

From the Office Butts.

Current Topics.—A few days ago, a local newspaper advertised that it was selling electrical appliances. Possibly, hoped to be mistaken for a live wire.

These expressions of public feeling in Italy are a bomb-inable.

Income tax hopes will soon be nipped in the bud.

It is reported that a Fanling golfer killed a snipe with his second shot. Many a one would have been discouraged after missing the bird at the first attempt.

We understand that as a result of Marshal Li's return, overdrinks have weakened somewhat.

Newcastle Police are to have wireless sets in their helmets. They will probably tune in on the Marcel wave.

We notice the police always arrive in time to get medals.

In the matter of boxing championships, the axiom "Tell it to the Marines" still seems to hold good.

The Chinese who stole the gauge will be able to let off steam for many months to come.

The past winter has shown that woman is the only four-bearing animal holding its own.

So far, we haven't heard at what dinner New York's mechanical man spoke.

The Hsin Wah pirates gave a cook \$30. We have yet to find one worth it.

Cinema entertainments:—"The Honeymoon Express," "The Gay Retreat," "A Man's Past," "H.M. Night, anyhow."

The O.B.I. is awarded this week to the contemporary which with considerable ingenuity referred to Mr. Winston Churchill as Mr. H. G. Chancellor.

A writer urges that motor cars should carry first-aid outfits. Some people think that pedestrians venturing along our main roads should be ready bandaged.

It has been suggested that Chinese football Clubs should contribute towards the Alice Memorial Hospital. This would be an improvement on the old custom of contributing a half-back or a centre-forward.

Now that motor-cars are being imported into Afghanistan the march to Kandahar would be even more dangerous than it was in Lord Roberts's time.

The flapper who gets her appointments mixed often finds that her ability is a real asset.

Hongkong postmen evidently don't get much fun out of going to the dogs.

"Enquirer"—Honey is not secured from Vitamin B's.

A woman writer says the modern girl can dress in eight moves. Allowing two for lipstick, two for rouge, two for hair and two for shoes—tut, tut!

A quantity of mosquito-proof barbed wire has disappeared at Taipei. Otherwise crime in the district is normal.

Some of these heavyweight dancers should advertise for concave partners.

A local sweet young thing entered a Des Voeux Road shop the other day and asked to try on the rose dress in the window, only to be informed that it was a lamp shade.

Reader:—We have only one fault to find with your bull. You forgot to shoot the author.

The only manner in which to affect birth control is to drink tea which has been infused with a tablespoonful of fresh arsenic.

To-day's simile:—"As serious as a postman being bitten by a dog."

Local Banks state that money is easy. Maybe; but not to get.

The latest cables show that there's likely to be less Iraq-tivity.

There's a village at Home with over a dozen people ninety years of age. They're evidently full of methuselahed spirits.

Many a Kowloon man who misses his usual ferry home, catches it.

Nan:—A sextette consists of six singers each one of which thinks the other five can't sing.

An advertiser needing a car states "beauty not essential." Now what does Ford say?

A former resident says there's too much money made in football in Hongkong. We shall have to take the game up.

In Hongkong thoroughfares, nowadays, it's a case of the survival of the fittest.

If a man gets drunk it's funny. If a woman does she's degraded.

A woman is known by the company she keeps waiting.

Money is no use until it is spent. In the case of those who do not spend it, the compadre kindly assists them.

"Rubber Speech," says a news-cook phrasing. Let's hope the truth wasn't stretched.

"Dark Blue."—"Don't worry. Oxford are usually best at making Retreat," "A Man's Past," "H.M. Night, anyhow."

Our University is undertaking research in the vicinity of Kowloon Tong for the purpose of determining the effect of odour on artistic sensibilities.

"Sandy."—"De mortuis nil nisi bonum," means "Nobody dies without getting a bonus."

From a contemporary:—"The gift of the bride to the bridegroom was a fine dressing-down."

Police reports state that the Hsin Wah pirate chief had short hair. Maybe, that's why his pursuers couldn't get hold of him.

Some Clubs are so quiet that you can hear a pint drop.

Contentment with one's lot is the secret of happiness, says a contemporary. But a good circulation is better!

Civil servants are good swimmers, they being used to the crawl stroke.

A soldier's version is that a jeweller's window is the proper place for stones.

Roy Chapman Andrews is seeking that "Pre-dawn man." He should investigate our Clubs and Sanitary Department.

Afternoon teas and bridge are responsible for a new grammatical term—the lowest common denominator.

In view of projected civic and social betterment, a number of people are enquiring as to the existence of Kowloon.

The Home Secretary states that the modern young man wants to emigrate in silk pyjamas, but unfortunately he made no mention of Old Worcester ties.

A prisoner at Victoria Gaol has requested the loan of a pickaxe and ladder. Otherwise crime in the district remains abnormal.

Appropriately, the cables of Friday made reference to the Finnish Diet.



"Yes, it was a pretty love at first sight."
"Then why did you not marry him?"
"I saw him several times afterwards."

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**MENACE TO
HEALTH.**

**LOCAL PREVALENCE OF
TUBERCULOSIS.**

MEDICAL DINNER.

Important references to the Colony's health problems were made last night at the fraternal dinner given by the Hongkong Chinese Medical Association to European practitioners and others at the South China restaurant. Several interesting points were raised by Dr. Lee, the Vice-President who suggested that the medical services in some of the Chinese hospitals were inadequate. He dealt at length with the question of tuberculosis and suggested a local sanatorium to deal with the menace and also asked for more than one Chinese representative on the Medical and Midwives' Board. H.E. the Governor, who was the principal guest, described medical men as apostles of public health and replied to the various points by Dr. Lee, referring particularly to the question of tuberculosis in South China.

Dr. Jau Hawk, the Chairman of the Hongkong Chinese Medical Association, extended a cordial and hearty welcome to the guests at the fraternal dinner on behalf of the Chinese medical practitioners and the Association. It was a special privilege and a high honour to have the presence of His Excellency the Governor, but as he had delegated the Vice-President, Dr. S. F. Lee, to propose the toast of the guests, he would content himself with a few words.

Being a general practitioner he met with all classes and societies of Chinese and that gave him an opportunity of knowing that the able manner in which he handled the situation in the days of anxiety with such kindness and forbearance had won the admiration of them all.

He expressed the hope that it would please His Majesty the King to extend His Excellency's time of office in Hongkong to a further term or two so that Hongkong could continue to enjoy the benefit of Sir Cecil Clementi's able and benevolent administration.

United Brotherhood.

Dr. Lee Shu-fan, who proposed the toast of the guests said he hoped the gathering would be the welding of an important link in the chain binding them into closer co-operation and into a united professional brotherhood. This was the first occasion on which they had had the pleasure of welcoming H. E. the Governor and he hoped that occasion would be the forerunner of many others to come.

He thought he was voicing the opinion of his colleagues in saying that they took His Excellency's presence as a sure sign of his keen interest in the profession as well as in the general community which they served.

Continuing, Dr. Lee said he did not need to take the occasion as proof of His Excellency's love for the Chinese people. No one knew better than themselves the high opinion the Chinese had of His Excellency and the high esteem in which they held him.

A Medical Mecca.

Referring to the medical profession in Hongkong he said that in the adjoining province there were 30,000,000 people while there were important cities along the coast. He thought by co-operation of them all Hongkong could be made into the medical Mecca of this part of Asia. He could not think of a better advertisement for Hongkong or of a better means of extending to their neighbours the benefits of medical science.

Dr. Lee referred to the medical services in the local Chinese hospitals and said that with all due respect to the good work being carried on there, the Association was of the opinion that the medi-

cal services in some of the hospitals were entirely inadequate. He thought the provision of a full time European medical officer would result in a great improvement. He thought they should follow the example of the modern hospitals in England, where the medical services were divided into departments.

In Hongkong there was a sufficient number of men to associate themselves in the honorary capacity of visiting or consulting physicians on the staff. It was impossible for one man to be proficient in every branch of the field of medical science.

Tuberculosis Scourge.

Dr. Lee also spoke on the question of Chinese representation on the Medical Board and the Midwives' Board. In view of the great number of practitioners in the Colony the Association thought that the interest of doctors would be greater and the co-operation more effective if they were privileged to nominate members to these boards.

Dr. Lee referred to the quick doctor's advertisements in the Chinese Press and said that as a result people believed that certain diseases could be cured by means advocated by the quacks and went to them only to go in the long run to a proper practitioner.

A Big Problem.

Referring to the question of tuberculosis he said it was accepted by them all that it was unusually prevalent in Hongkong. He believed that at one time no less than 20 per cent of the patients of Chinese practitioners were suffering from tuberculosis of the lungs. Dr. Lee also gave statistics concerning deaths from respiratory diseases and said that of the 50 per cent deaths from these, of those examined, 25 per cent had tuberculosis of the lungs.

It would not be so tragic if the disease had not a predilection to take those between the ages of 25 and 45. He asked what was best to be done in this matter. He was sure that they would agree it was a big problem. Education of the public of course was of prime necessity and he was glad to know that hygiene was being taught in local schools.

Sanatorium Wanted.

Dr. Lee said he thought there was an opportunity for some worthy philanthropist to interest himself in the establishment of a tuberculosis dispensary and clinic, connected with a sanatorium. Many of the hospitals had literally shut their doors against tubercular patients but he knew of two that were accepting them. The latter realised that that was not the proper place.

In one of the hospitals of the total number of tubercular patients three quarters of them died. If the patients stayed in their homes they infected others—in a sanatorium they could be segregated and they receive expert care. Practitioners now realised that tuberculosis was a curable disease provided it was taken in its early stages. Dr. Lee closed with a plea that he hoped something would be done in this direction.

Apostles of Health.

His Excellency the Governor said: Mr. Chairman and Gentlemen, I feel that it is a great privilege to have this opportunity of addressing a gathering representative of Chinese as well as European doctors, trained in western medicine, for I know of no more influential element in modern society than the medical men.

You are not only consulted and entrusted with confidences as intimate as those of the confessional, but you also have unusual opportunities for observing the private and family life of many of your patients.

You are the apostles of public health and cleanliness and your professional work constantly reminds you of the interdependence between man living and good health.

Cleanliness, it has been well said, is next to godliness; and as custodians of public health, you

are also to no small extent the guardians of public morality. Your daily experience teaches you the importance of preserving the purity of family life, the need for proper care of the expectant mother, for adequate maternity wards, for right treatment of infants and due discipline of children, for preventing the evils of overcrowding, for satisfactory housing and town-planning schemes for a good water supply and efficient sewage disposal, for facilities for athletic exercise, for the reservation of public parks, and in a word for thoughtful and scientific provision for the social welfare of the whole community in which you live.

Their Worst Enemy.

Your worst enemy is superstition. It was against superstition that the Hippocratic school waged a determined battle more than two thousand years ago. It was before Roman medical science went down in the dark ages of what we call medieval history. It was against superstition that each protagonist of modern medical science had to fight when, after the dark ages, the scientific spirit was reborn in Western Europe.

And is medical science even now secure from the attacks of superstition? Are you not assailed from within by charlatans and quacks each promulgating that most dangerous form of lie which is half a truth, or, shall I say, exaggerating into falsehood, that grain of true doctrine which they believe themselves to have discovered?

Is there not also the attack from without (for example) Ayurvedic medicine in India and Ceylon and by irrational folk-beliefs in China and elsewhere? Are there not still professors of Old and other forms of black magic in Africa and the West Indies? Is not family life itself, the very foundation on which the public health of every community must be built, now being undermined over a wide portion of the globe by that malignant and dangerous superstition which is known as communism?

The Duty of Doctors.

Against all these superstitions there stands forth as champion the scientific spirit which says in Huxley's words—"A man shall not say he knows or believes what he has not scientific ground for professing to know or believe." This scientific spirit is not the private and particular possession of any one race, any one nation, or any one continent. It is a world-wide possession of humanity.

The man of science will not believe one doctrine rather than another merely because it is traditional in his own country or was invented by his own people. Likewise it is entirely wrong for medical men to practise Ayurvedic medicine merely because they happen to be Indians or Chinese medicine merely because they happen to be Chinese.

It is the duty of every medical man to put his medical beliefs to the test, not of nationality, but of reason; and it is the duty not only of medical men but of all men of good will to combine in the resistance offered throughout the world by reason to superstition.

Chinese Hospitals.

His Excellency the Governor also referred to the points raised by Dr. Lee and said that in regard to the Tung Wah hospital and the Kwong Wah hospital, it should be remembered that the two institutions were created by the Chinese and they were run by an efficient committee elected by the Chinese community.

It would therefore be very wrong for him to commit himself to any statement regarding the policy of these hospitals until he had had a full opportunity of going into the question and also of consulting the Director of Medical and Sanitary Services, and the Secretary for Chinese Affairs with regard to a possibility of an increase in the efficiency of the institutions.

With regard to Chinese representation of the Medical Board and

the Midwife's Board there again he would have to consult the Director of Medical and Sanitary Services before giving his views on the matter. He thought it would be very desirable if on both the boards there were representatives nominated by the British Medical Association and the Chinese Medical Association.

The Worst Enemy.

Speaking on the subject of tuberculosis, His Excellency pointed out that he had previously said it was the worst enemy of public health in the Colony. He could not profess to have any policy to announce which would be a remedy. Two preventatives were town planning and avoiding overcrowding. While overcrowding continued tuberculosis would always be with us.

Only by good town planning could the danger be removed. In this regard there was more hope for Kowloon where there was a town planning scheme and where wide roads were being made than in Hongkong. He thought that in years to come if Kowloon became a great city, perhaps even greater than Victoria, then the public health would be very well cared for. In Hongkong the difficulty of preventing overcrowding lay in the necessity for resumption which could only be carried out at prodigious expense.

Proposed Sanatorium.

With regard to a sanatorium as proposed by Dr. Lee he could not help wondering whether the climate of Hongkong rendered the Colony the best place for such an institution, and whether some other place like Weihaiwei would not be more suitable. The question of tuberculosis was not one for the consideration of Hongkong only. It was not localised but also extended to Canton and it was only by the co-operation of the two Governments that a solution could be reached.

Scientific Co-operation.

I am, therefore, delighted to see that here in Hongkong there is close co-operation of friendship between the Hongkong Chinese Medical Association and the Hongkong Branch of the British Medical Association.

I am very glad to be present at a dinner such as this, where the one Association is the guest of the other. And I am confident that this spirit of scientific co-operation in medical matters will be of immense benefit not only to the public health, but also to the moral and social welfare of this Colony and indeed of South China as well.

On behalf of the guest I thank you very cordially for your most courteous and kind entertainment and for the very pleasant evening which we have spent with you.

Co-operation Plea.

Proposing a toast to the British Medical Association, Dr. Phoon Beck Wah said, in part, "It is not often that we have such a large gathering of doctors under one roof. Looking back at it all now, it is surprising to see what a gulf existed between the Chinese practitioners and their Western brethren in the profession some years ago. One would have thought that as members of the same profession there would have been objects and sympathies in common out of which social contact could have been easily established. To put it shortly but euphemistically the social relation between the various groups of practitioners was not even warm enough to melt an ice cream."

Dr. Phoon went on to say that if there was anything that had been responsible for the tragedies in the affairs of men it was misunderstanding. That misunderstanding thrived on ignorance and prejudice such as that would do much to wipe away misunderstanding. He hoped that this auspicious occasion would be the forerunner of many more to come and that the British Medical Association would co-operate with Chinese medical practitioners to spread the light of health in the Colony.

Replying, Dr. S. B. Strahan thanked the Chinese Medical Association for their kind hospitality. As

Outside and Inside

If it is important to keep the outside of your body clean it is even more so to keep your inside clean and in regular working order. If constipation troubles you use Pinkettes. As gently as nature they ensure daily regularity, at the same time banishing the cause of liverishness, sick headache, bilious attacks, pimples, skin, impure breath, piles. All chemists sell Pinkettes, or post free, 60 cents the vial from The Dr. Williams' Medicine Co., 60, Nassau Road, Shanghai.

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LAXATIVE PERFECTION
KEEP YOU WELL

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The rent of a Private lock-up Garage 10'0" x 18'0" is \$22.00 per month including light and water.

In the Main Garage 50'0" x 25'0" the charges vary from \$15.00 to \$20.00 per month according to size of vehicle.

Enquiries to
The Secretary,
**HONGKONG ENGINEERING
CONSTRUCTION CO., LTD.**
St. George's Building, Hongkong.
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(Two lines)

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YOUR OWN HOME ON THE**

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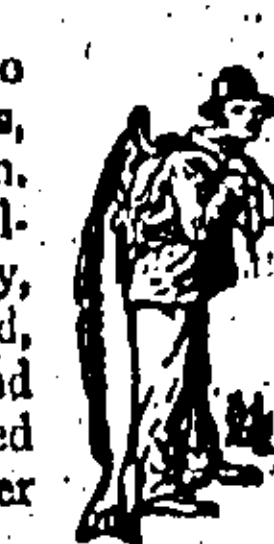
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Loss of weight

often leads to
extreme weakness,
even consumption.
SCOTT'S Emulsion
builds the body,
enriches the blood,
aids digestion and
leads to increased
weight and better
health. Ask for



**SCOTT'S
Emulsion**
The protector of life

SALESMAN SAM

Sam Found Out!

ANOTHER ROMEO AND JULIET REHEARSAL WAS ON TAP FOR TODAY, AND IT WOULD HAVE BEEN A K.O. IF SOMETHING HADN'T GONE BLOOEY—A VAUDEVILLE CIRCUIT MIGHT BE FINE FOR GUZZ, SAM, + KITTY—BUT A SHORT CIRCUIT—NOT SO GOOD!

TOUGH LUCK THAT TH' LIGHTS HADDA GO ON TH' BLINK RIGHT IN TH' MIDDLE O' REHEARSAL! WHAT YA SNOOPIN' AROUND THAT DOOR FOR?

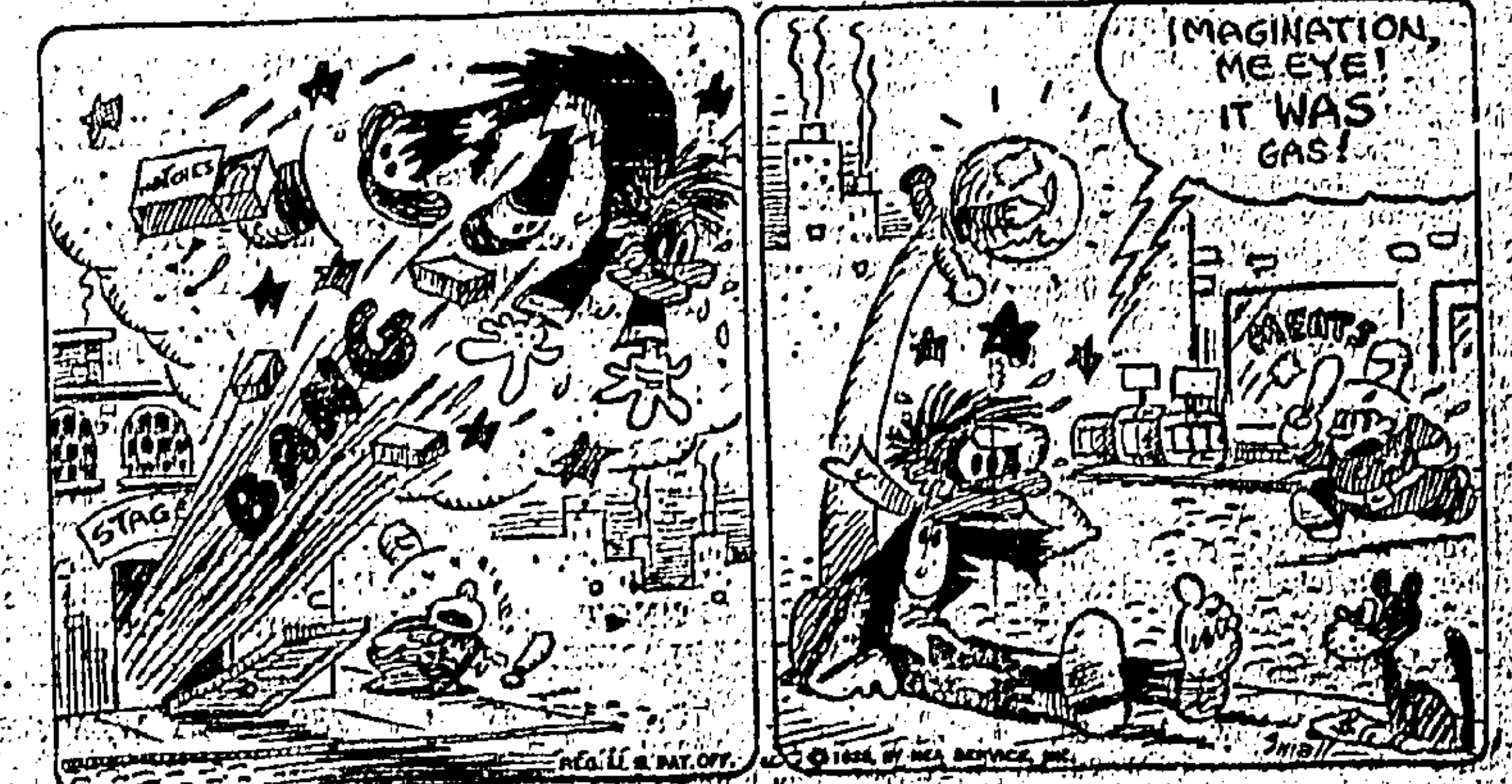
SNIFF! SNIFF! SNIFF!

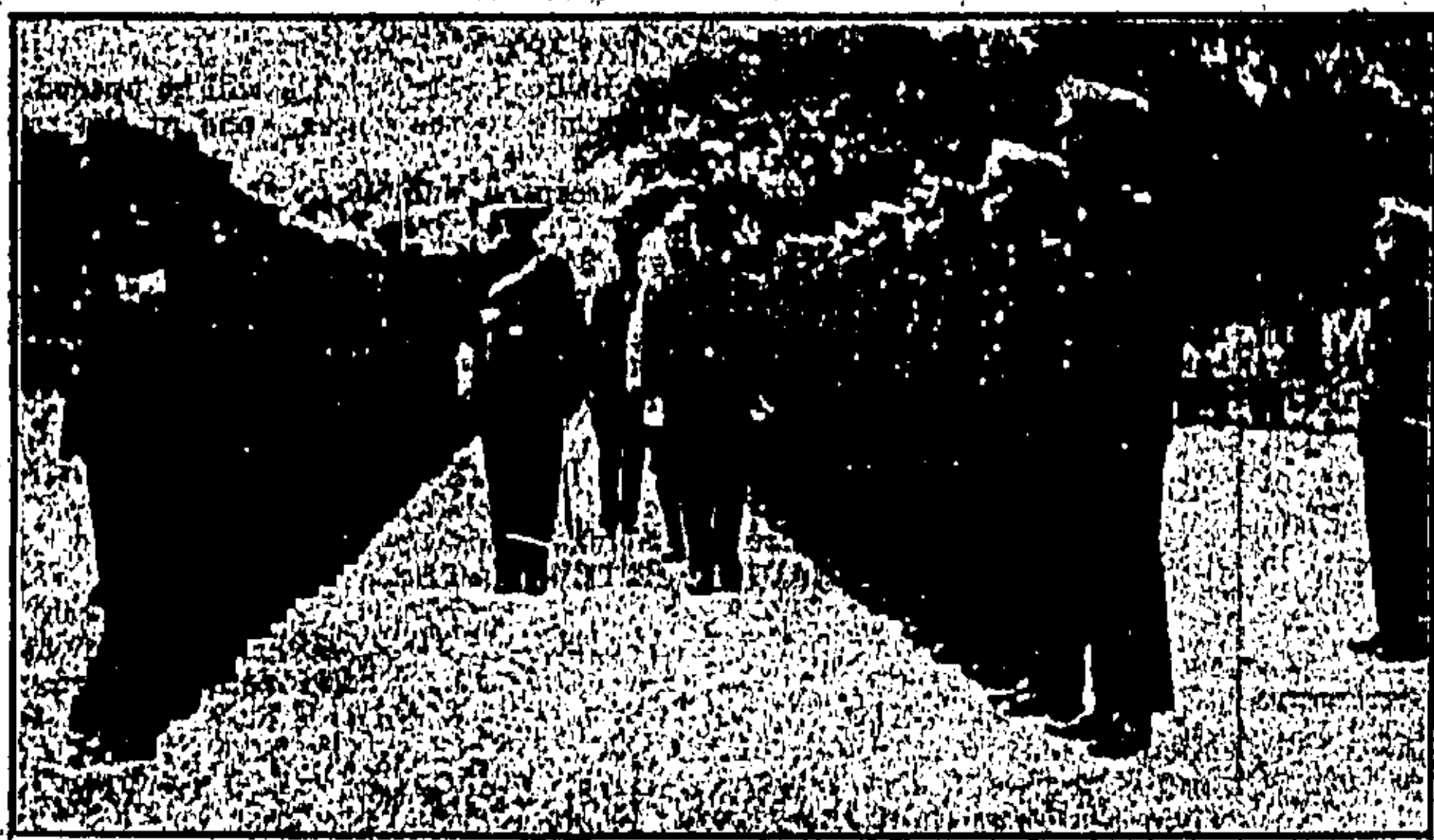
I THOUGHT I SMELLED GAS AS WE CAME OUT—(I'M GOIN' BACK AN') LOOK AROUND TA MAKE SURE!

POOH! THAT'S JUST YOUR IMAGINATION!

By Small

IMAGINATION, ME EYE! IT WAS GAS!





His Excellency the Governor is seen inspecting the Chinese contingent of the Police Force last Tuesday, on the left; whilst on the right H. E. is shown inspecting members of the Fire Brigade. (Photos: Welcome Studio.)



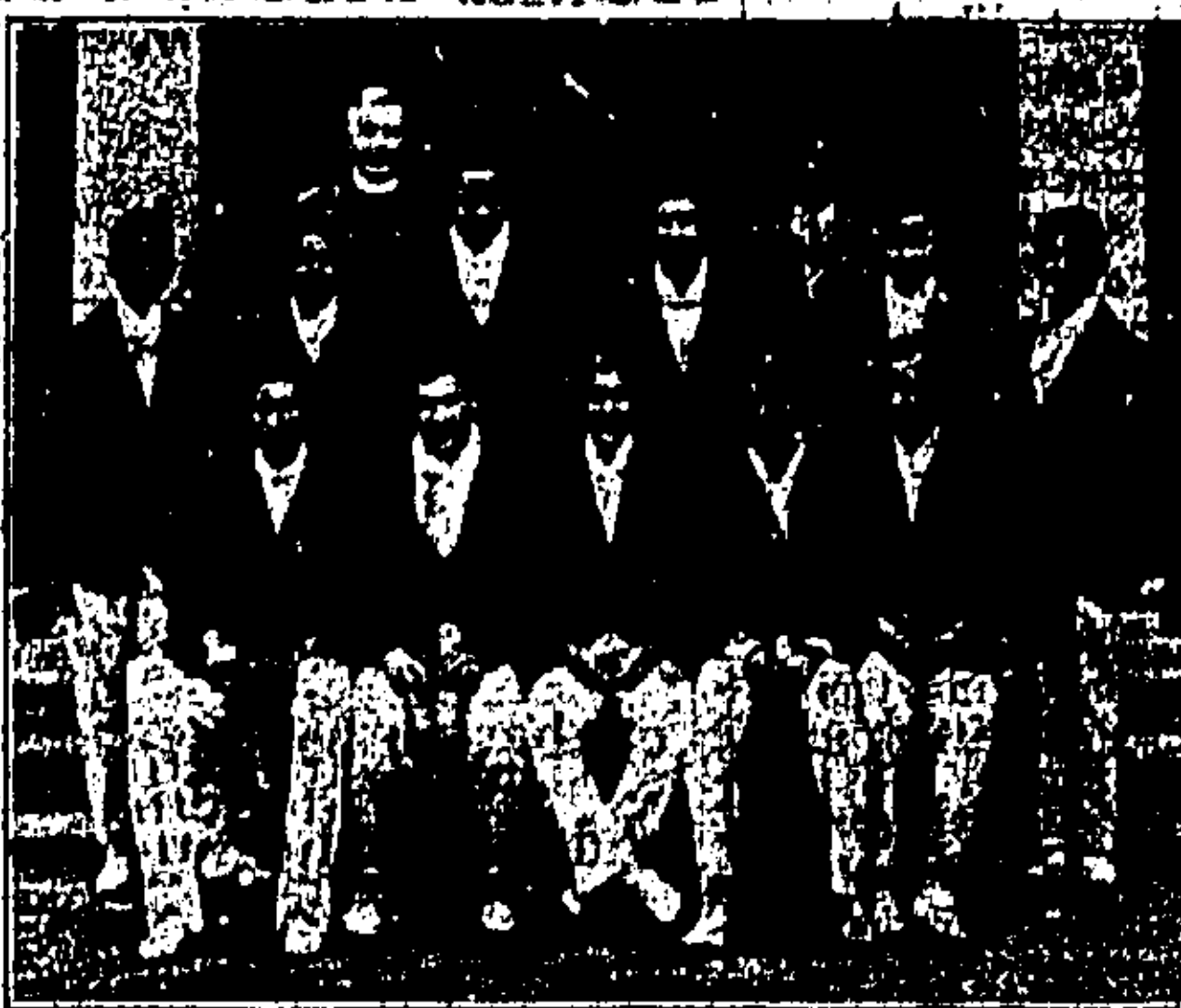
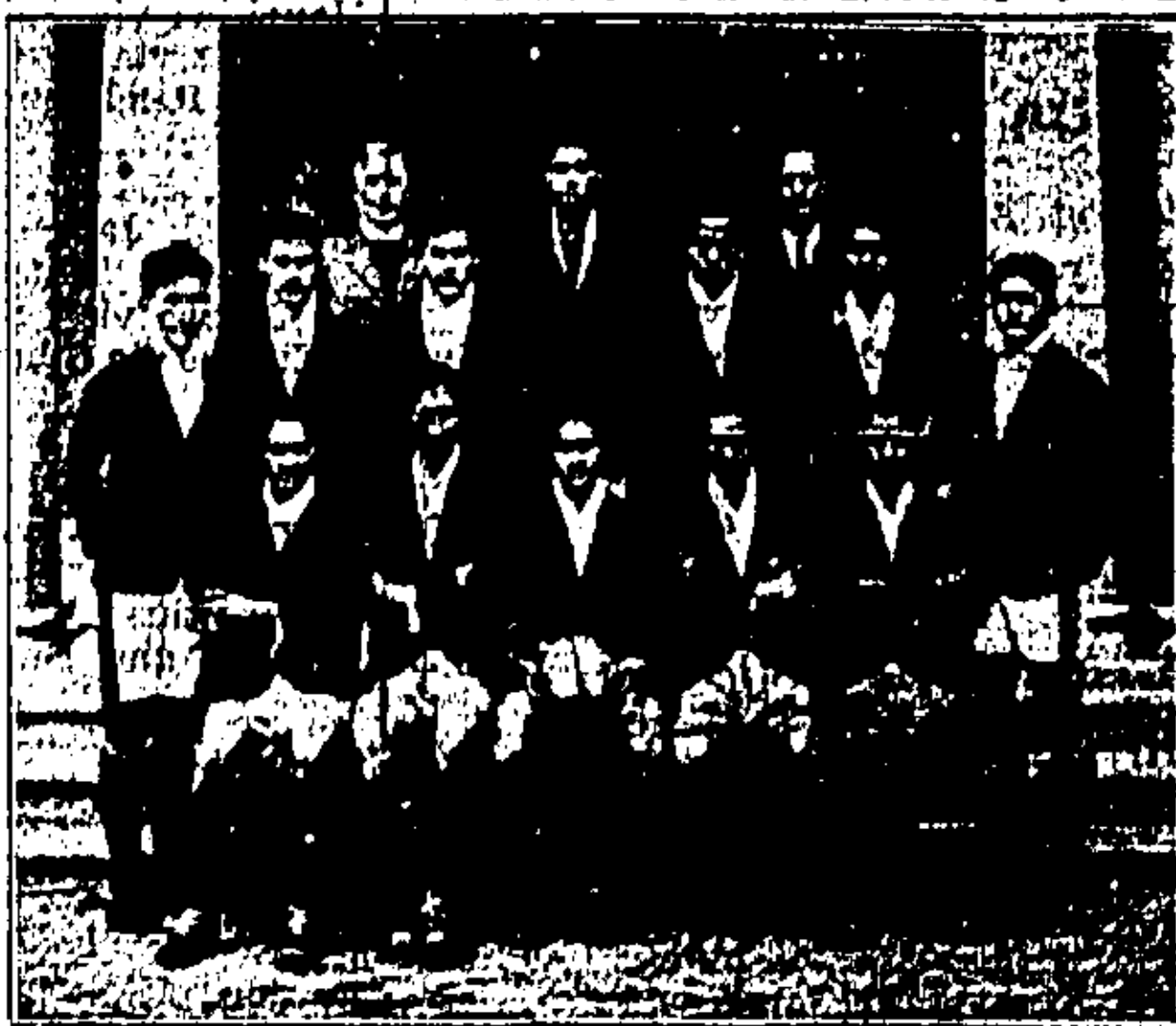
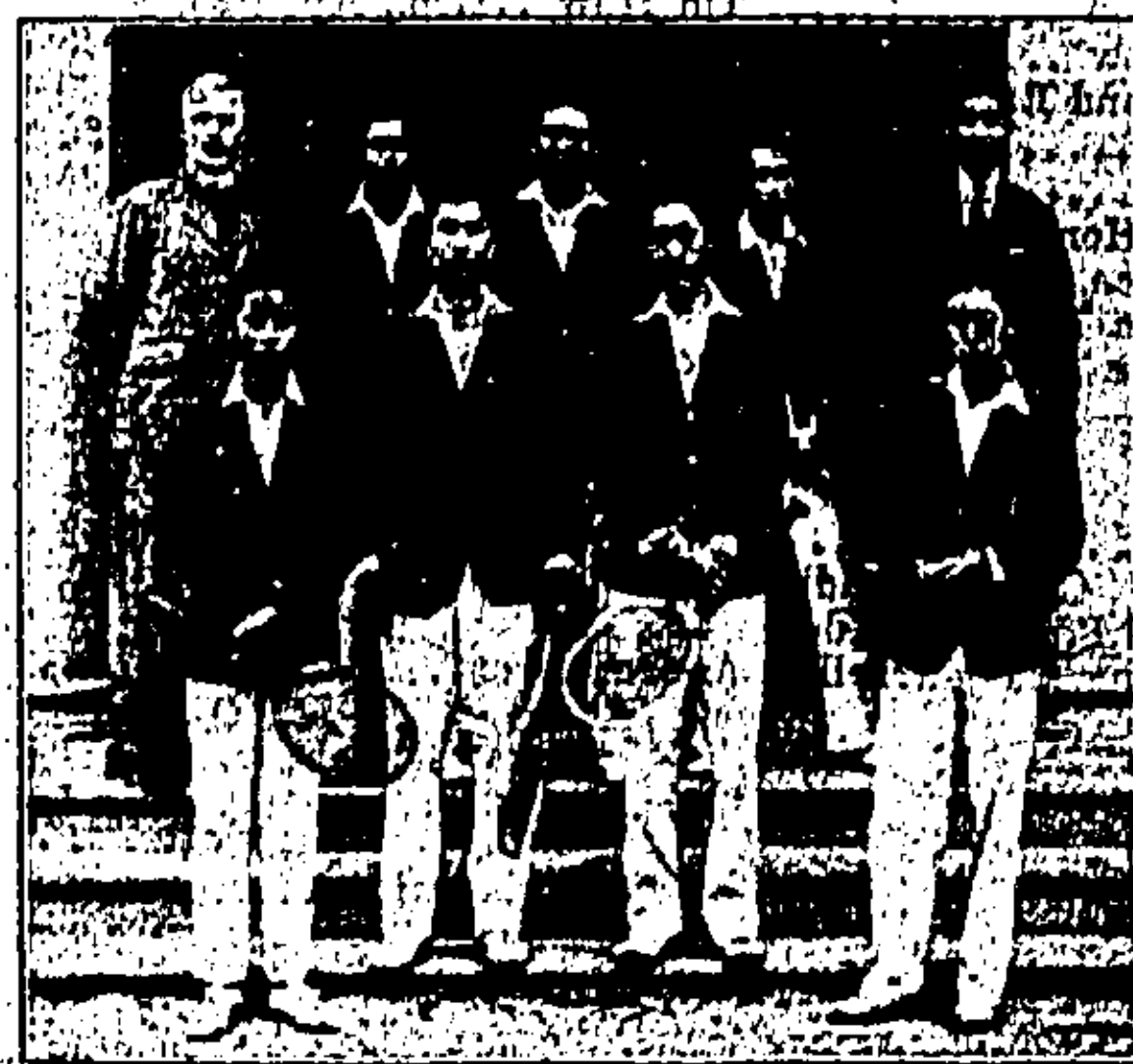
Left, H. E. the Governor decorating Sub-Inspector Andrew with the King's Police Medal; centre, the Hon. Mr. E. D. C. Wolfe receiving the C. M. G. decoration; right, Mr. W. Kent, A. S. P., being decorated with the 2nd Class Police Medal. (Photos: Welcome Studio and Mee Cheung.)



The Kowloon F. C. team, with officials and the Football Challenge Shield. (Photo: Welcome Studio.)



This group was taken at the wedding of Mr. H. E. Gardner, the well-known local vocalist, and Miss Margaret Follett. (Photo: Ming Yuen.)



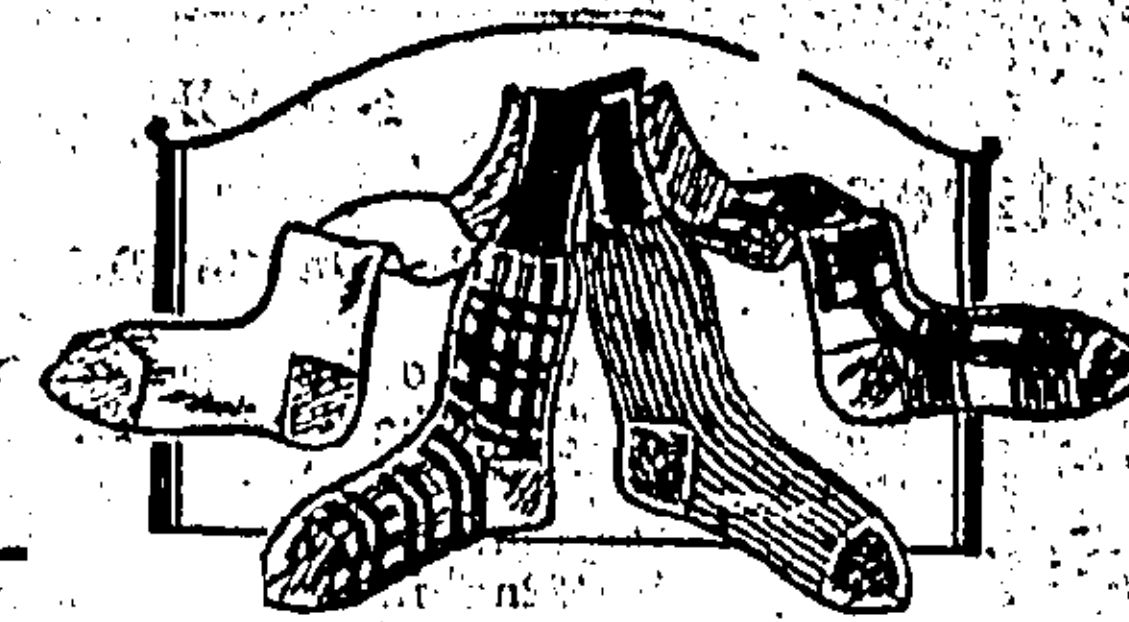
Left to right: The Diocesan Boys' School tennis, football and cricket teams, with Headmaster. The tennis team comprises D. J. N. Anderson, Wong Cheung-ki, Wong Kam-cheung, T. S. W. Chan, Frank Shirazee, Lee Ian-pit, Ma Chiu-chong and Cheng Kam-to; the footballers are Shui Sung-pok, E. O. Thomas, George White, Francis Reed, Albert Lee, Leung Cheuk-kau, Wong Man-lu, John Channings, Benjamin Wong, Ma Chiu-chong, Pon Fun-fong, Wong Kam-pui and Frank Shirazee. The cricketers are J. L. Young Saye, A. S. A. Kyum, A. Prata, G. A. Lee, F. Lee, A. T. Nomanbhoy, H. Jackson, A. Lee, D. J. N. Anderson, W. H. Kwan and F. Zimmerman. (Photos: Ming Yuen.)



Taken after the wedding of Mr. H. H. de Remedios and Miss L. M. de Jesus. (Photo: Ming Yuen.)



Bridal party at the wedding of Mr. H. de Goyola and Miss Lina de Rocha at the Roman Catholic Cathedral on Saturday. (Photo: Ming Yuen.)



Fine Quality **SOCKS** For the warm days

Made from 'Celanese' and Wool mixture in a nice selection of designs and plain colours.

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You will find just the Tie you want in this Assortment of Spring Styles.

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WIDE END TIES in beautiful colourings with special linings ... \$2.75 & \$3.25

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The following replies are awaiting collection—
295, 300, 301, 305, 306, 315, 344.

BOARD RESIDENCE.

FAMILY HOTEL—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

TUITION GIVEN.

MME. BARONELLI, ARTISTE.—School of dancing for children and adults in character, classical, exhibition, fox-trot, and Charleston. Special attention to stout Ladies who are desirous of regaining their youthful figure. Address—31, Ashley Road, Ground Floor, Kowloon, (Back of Star Theatre).

LOST.

LOST—April 18th, seed-pearl necklace. Finder please return Mrs. Tottenham, 27, Peak. Reward given.

FOR SALE.

ONE COUPLED CORLISS VALVE ENGINE.

In good order and working condition. Diam of cylinders 16". Stroke 36". R.P.M. 78, 100 I.H.P. each engine.

Apply:—
THE HONGKONG ROPE MANUFACTURING CO., LTD.

PREMISES TO LET.

TO LET.—European Flats 126 and 132, Kennedy Road, Apply Tel. C.900 or C.551.

TO LET.—One large room, good catering and comfortable home in central position at lowest possible rates. Box No. 354, care of "Hongkong Telegraph."

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building, Apply Sang Kee, same building.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

COMMODIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—No. 14, Knutsford Terrace, Kimberley Road, Kowloon, 5 rooms house & out-houses with tennis court & view of Harbour. Possession: 1st May, 1928. Apply Mr. Sei Kon Chi, Exchange Building, (3rd floor).

NOTICE OF REMOVAL.

We have this date removed our office from Room 26, Bank of Canton Building, to First Floor, Astoria Building, Queen's Road Central.

COLUMBIA PACIFIC SHIPPING COMPANY.
Hongkong, April 16th, 1928.

NEW ADVERTISEMENTS

NOTICE.

"CONTRA DANCA DISPLAY."

Owing to the inclemency of the weather, the "Contra Danca" display advertised to take place at the Club de Recreio on Sunday, the 22nd instant, has been cancelled.

F. XAVIER,
Hon. Secretary.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of Members will be held on **TUESDAY, 24th April, 1928, at 4 p.m., in the CITY HALL,** for the following purposes:—

- (1) To receive the Report and Accounts of the Committee for the Year ended 31st December, 1927.
- (2) To elect a new Committee.
- (3) To transact any General Business.

By Order,

M. F. KEY,
Secretary.

Hongkong, 17th April, 1928.

CHINA SUGAR REFINING COMPANY LIMITED.

NOTICE.

The fiftieth Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder Street, on **Tuesday, 24th April, 1928, at noon,** for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1927. The transfer books of the Company will be closed from 17th to 24th April, 1928, both days inclusive.

JARDINE, MATHESON,
AND CO., LTD.,
General Agents,
Hongkong, 12 April, 1928.

HONGKONG FOOTBALL ASSOCIATION.

The following games will be played on **SATURDAY**, next, on the Hongkong Football Club ground.

Chinese Athletic

Royal Navy.

Kick off at 3.30 p.m.

LAI WAH CUP FINAL.

Civilians

The Army.

Kick off at 5 p.m. sharp.

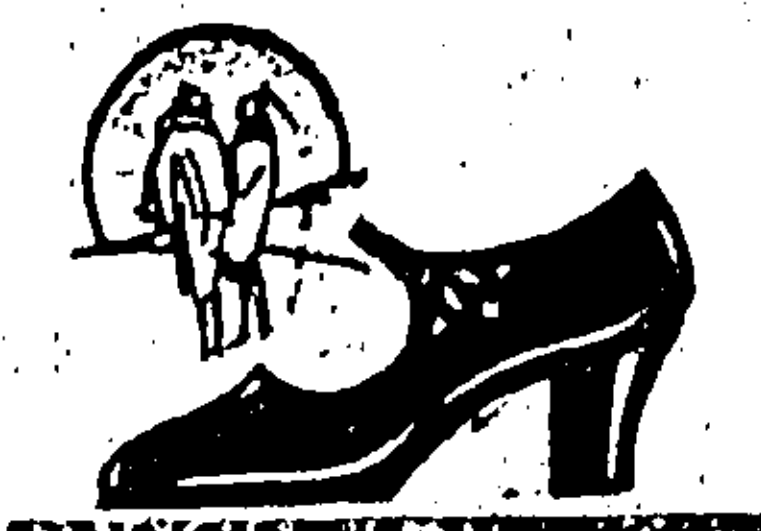
Gross proceeds from these games to the dependants of the Late Telegraphist Jackson.

Band of H.M.S. Hermes. (By kind permission) will play selections during the afternoon.

CHINA AUCTION ROOMS.

6, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.



T. NAKAO

Japanese Shoe Expert.
TORTOISE SHELL BOXES AND CASES A SPECIALITY.

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Queen's Road Central.



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THE CHINA LIGHT & POWER COMPANY (1918) LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the office of Messrs. Shewan Tomes & Co., the General Managers of the said Company, St. George's Building, Victoria, Hongkong, on **Monday, the 23rd day of April, 1928, at 11 o'clock in the forenoon,** when the following resolutions will be proposed as ordinary resolutions, viz:—

- (1) That the authorised Capital of the Company (which is now \$3,000,000 consisting of 600,000 shares of the nominal value of \$5 each the whole of which have been issued) be increased to \$3,600,000 by the creation of 120,000 additional shares of the nominal value of \$5 each each ranking (subject as hereinafter mentioned) as from date of allotment for dividend and in all other respects pari passu with the shares constituting the Company's present issued Capital.
- (2) That the said 120,000 shares be offered forthwith in the first instance (in the proportion of one new share for every complete number of five existing shares held by them respectively) to the members of the Company who on the 23rd day of April, 1928, are registered in the Company's Share Register as the holders of the said 600,000 shares at par and so that on acceptance of the offer the nominal amount of \$5 due in respect of such 120,000 shares shall be payable as to the sum of \$1 part thereof on the First day of May, 1928, and as to the balance thereof i.e. \$4 on the First day of June 1928.

And further that until such time as the said 120,000 shares shall be fully paid up they shall vis-a-vis the said 600,000 shares only rank for dividend in proportion to the ratio borne by the amount paid up thereon in respect of the nominal value thereof to the full nominal value (\$5) thereof.

And that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by the member on behalf of himself or his nominee will be deemed to be declined and that the Directors be at liberty to fix such time and to extend such time to such date or dates and upon such terms as they may think fit. And further that any of the said 120,000 shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner, at such time or times and upon such terms as the Company's Directors shall in their absolute discretion think fit.

- (3) That no shareholder shall be entitled to any offer of a fraction of an additional share in respect of any odd shares held by such shareholder.

The Transfer Books of the Company will be closed from Monday the 16th day of April, 1928 to Monday the 23rd day of April, 1928, (both days inclusive) during which period no transfer of shares can be registered.

Dated the 5th day of April, 1928.
SHEWAN TOMES & CO.,
General Managers.

If you want good health Investigate and learn the truth of how **Poo On Herbs** have cured thousands. No drugs. No Knife. Simply Poo On Chinese Herbs. Catarrh, Nervousness, Constipation, Bronchial Asthma, Bronchitis, Rheumatism, Dropsy, Insomnia, Diabetes, Bright's Disease, and many other ailments.

POO ON HERBS CO.,
66, Queen's Road Central,
1st Floor.

Forthcoming wedding announced include that of Mr. J. W. Grieve, engineer, 81 Rue-Massenet, Shanghai, to Miss S. M. Angel, nurse, 25 Arthur Road, Church Street, Edmonton, London.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **MONDAY, the 23rd April, 1928,** commencing at 11 a.m.
At their Sales Room, Duddell Street,
8 Porcelain Basins.
4 Electric Table Fans.
14 Hams.
54 Hot Water Bottles.
4 Pieces Waterproof Cloth.
2 Cases Canned Sardines.
1 Package Bolting.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **THURSDAY, the 25th April, 1928,** commencing at 2.30 p.m.
At their Sales Room, Duddell Street,
A Valuable Collection of Curios, comprising:—
Porcelain Vases, Jars, Bowls and Plates of Ancient Dynasties, Old Bamboo Ware, Jade Articles, Ivory Figures, Crystal Lions, Amber Bells, Agate, Bronze, Lacquer and Soap Stone Ware, Mandarin Coats, and Skirts, Old Embroideries, and Blackwood Tables, Chairs, and Cabinets, etc., etc.
On View from Wednesday, the 25th April, 1928.
Catalogues will be issued.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **FRIDAY, the 27th April, 1928,** commencing at 2.45 p.m.
At No. 42, Humphreys Buildings, Kowloon,
A Quantity of Valuable Household Furniture, comprising:—
Heavy Teak Chairs, Tables, Writing Desk, Dining Tables, Sideboard with Bevelled Mirror (by Lane Crawford, Ltd.), Dinner Wagon Wardrobes with Bevelled Mirrors, Bedstead with Simmons' Mattresses, Dressing Tables, etc., etc.
(Further Particulars from Catalogue.)
On View on Day of Sale, from 10 a.m.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

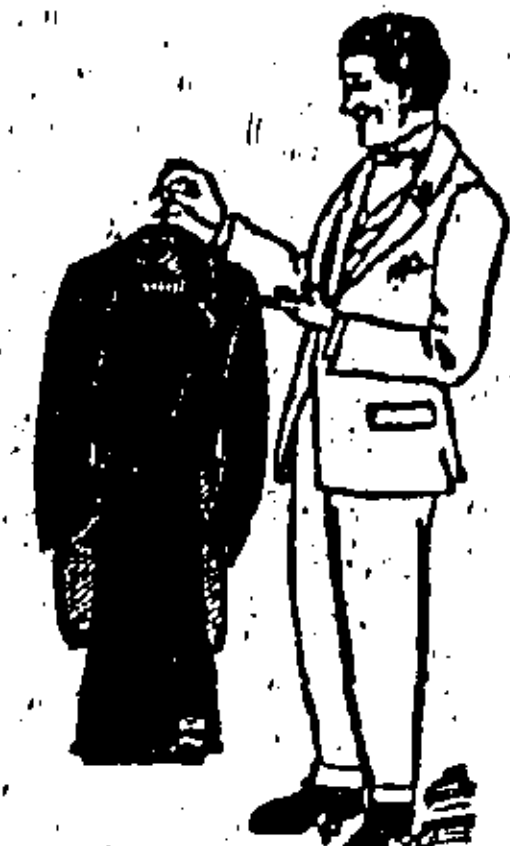
FIBRE BOARD CARTONS
the modern and economical containers for all classes of merchandise.
ACME STEEL STRAPS
a fast and efficient method of re-inforcing fibre boxes, crates, bales, bundles and wood-boxes.
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more easily driven and greater holding power.
J. M. DA ROCHA & CO.,
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NOW IS THE TIME

To send your Summer clothes to be dry-cleaned and pressed.

Our up-to-date scientific methods ensure excellent results on all garments.

You'll find our rates most reasonable.
May we clean just one piece as a trial?



THE INTERNATIONAL DRY CLEANING & DYEING CO.

19, Wyndham Street, Hongkong. 143, Wong Nei Chung Road, Happy Valley. 36, Nathan Road, Kowloon.

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Consulting Engineer & Manufacturers' Representative.
Agencies for:—
Bollinger's Crude Oil Engines Marine, Stationary and Lighting.
"WYANDOTTE" Boiler Cleaner and Cleanser.
King's Building, Top Floor.
Telephone Central 422, Telegraphic Address "FARRELLINO"

CHURCH NOTICES.

First Church of Christ/Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Probation after Death" Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

CLERGY OBJECT TO OLYMPIAD.

ATTEMPT TO OBSTRUCT AMSTERDAM GAMES.

Amsterdam, Mar. 24. Seven clergymen belonging to the Dutch Reformed Church, are opposing the Olympiad because "It is contrary to the principle of loving God above all, and one's neighbour as oneself. The Olympiad exalts the strongest to the place God alone should occupy, while the neighbour, craving motorily, and glorification, allows himself to be exploited to satisfy the craving of the masses for sensation." The reformers decided to hold an evangelising campaign during the progress of the Olympiad, in the neighbourhood of the Stadium. They urged members not to accommodate foreigners visiting the games.

Police inquiries which have been proceeding for some time in connexion with alleged traffic in firearms, culminated recently in the arrest of a number of men in the Tottenham Court-road area. The men were asked by C.I.D. officers to disclose the contents of certain parcels they were carrying. The police continued their inquiries in another part of London and further developments are expected.

Mattresses, Dressing Tables, etc., etc.
(Further Particulars from Catalogue.)
On View on Day of Sale, from 10 a.m.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

POST OFFICE NOTICE

NOTICE.

Commencing February 24th a Radio Letter Service will be opened for the exchange of Radio Letter Telegrams to the places, and at the rates, given below.

Radio Letter Telegrams are accepted subject to the following conditions:—

1. Minimum delay in delivery, 24 hours.
2. Messages must be written in plain English or plain Spanish. Code addresses may be used. Groups of figures, trade marks, trade terms and trade expressions must be expanded by qualifying words so that messages will offer an intelligible sense to ANYONE reading them.
3. Each message must bear the Indication RL as part of the address. The Indication is connected and charged for as one word. No limit on the number of words a message may contain.

RADIO LETTER RATES.

To	Minimum 20 Words.	Each Additional Word.
Manila	10.80	.54
San Francisco & Bay Cities	11.60	.58
Other Offices in California & other Pacific States	12.20	.61
Mountain States U.S.	12.60	.65
Central States U.S.	13.00	.68
Eastern States U.S.	13.40	.72
British Columbia 1st Zone only	12.60	.68
Alberta, Saskatchewan & Manitoba	13.00	.72
Ontario, Nova Scotia, New Brunswick & Quebec	13.80	.80
Newfoundland	14.60	.88

M. J. BRYEN,
POSTMASTER GENERAL.

24th February, 1928.

RADIO NOTICE.

RADIO TELEGRAPH SERVICES are now in operation as follows:—
Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwongchow, Fort Bayard, Tchekam, Holhow, Amoy and Foochow, etc.

It is notified for information that the via Wireless rate to EUROPE has been reduced to \$1.65 per word.

Rates and further particulars on application to the RADIO COUNCIL, 1st Floor, Government Building.

Telegraphic Addresses—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 8 p.m. on the previous day.

Dutiable articles forwarded by meter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Postal Service to Swabue and neighbouring places is entirely suspended until further notice.

A direct service to Yunnan Province has been opened 20th April, 1928. The inclusive charge will be 60 cents per word; no charge will be collected from the addressee in Yunnan. The service is, however, liable to interruption owing to atmospheric disturbances and messages are accepted at sender's risk.

INWARD MAILS.

From	Per	Duo
Straits	Baron Haig	April 21.
Shanghai	Sui Yang	April 21.
U.S.A., Honolulu, Japan & Shanghai	Pres. Harrison	April 21.
Europe via Negapatam, papers only		April 21.
London 22nd March	Hatipara	April 22.
Manila	Pres. Jackson	April 22.
Amoy	Takada	April 22.
U.S.A., Honolulu, Japan and Shanghai	Pres. Taft	April 23.
Saigon	Capitaine Faure	April 23.
Shanghai	Taming	April 23.
Japan	Aki Maru	April 24.
Canada, U.S.A., Japan and Shanghai	Emp. of Russia	April 24.
Australia and Manila	Tanda	May 7.

OUTWARD MAILS.

For	Per	Date
Shanghai and Europe via Siberia	Orestes	Sat., Apr. 21, 3.30 p.m.
Amoy	Shantung	Sat., Apr. 21, 4 p.m.
Manila	Pres. Harrison	Sat., Apr. 21, 5 p.m.
Anking		Sat., Apr. 21, 5 p.m.
Kiungchow and Haiphong	New Mathilde	Sat., Apr. 21, 5 p.m.
Japan	Las Vegas	Sat., Apr. 21, 5 p.m.
Pakhoi	Kwang Foh	Sat., Apr. 21, 5 p.m.
Bangkok via Swatow	Hozan Maru	Sun., Apr. 22, 9 a.m.
Swatow, Amoy and Formosa		Sun., Apr. 22, 9 a.m.
Mauritius via Saigon	Tin How	Mon., Apr. 23, 12.30 p.m.
Bangkok via Swatow	Bintang	Mon., Apr. 23, 10.30 a.m.
Manila, Sandakan and Babaul	Calulu	Mon., Apr. 23, 2.30 p.m.
Swatow	Hydrangea	Mon., Apr. 23, 2.30 p.m.
Amoy	Soo Chow	Mon., Apr. 23, 4.30 p.m.

Shanghai, Japan, Honolulu, U.S.A., C. and S. America, Canada and Europe via San Francisco and Europe via Siberia

Registration 2.30 p.m.
Letters 2.30 p.m.
(Due San Francisco 17th May).

Shanghai Tchong Tues., April 24, 3 p.m.

Saigon, Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles

Registration 1 p.m.
Letters 1 p.m.
(Due Marseilles 20th May).

Swatow, Amoy and Foochow Hai Ning Tues., April 24, 3 p.m.

Manila, Australia and New Zealand via Thursday Island

Registration 8.45 a.m.
Letters 9.30 a.m.
(Due Thursday Island, 7th May).

Swatow Hangsang Wed., Apr. 25, 10.30 a.m.

Swatow Chenan Thurs., Apr. 26, 10.30 a.m.

Amoy Pooksang Thurs., Apr. 26, 5 p.m.

Kiungchow, Pakhoi and Haiphong Fean Fri., Apr. 27, 3.30 p.m.

Manila Emp. of Russia Fri., Apr. 27, 3.30 p.m.

Shanghai Sinkiang Fri., Apr. 27, 5 p.m.

Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles

Registration Sat., April 28, 1 p.m.
Letters Sat., April 28, 1 p.m.
(Due Marseilles 1st June).

Sandakan Hln. Sang Sat., April 28, 2.30 p.m.

Wellington Hulchow Sat., April 28, 5 p.m.

Shanghai, Japan and Europe via Siberia

Registration Tues., May 1, 1.45 p.m.
Letters Tues., May 1, 1.45 p.m.
(Due Marseilles 1st June).

*Correspondence bearing vessel's name only.

Sir George B. Hunter has announced his retirement from the chairmanship of Swan, Hunter, and Wigham Richardson, Ltd., at the annual meeting at Newcastle.

Another search is to be made for the body of Mr. Hugh Barrie, the Glasgow student who lost his life on the Cairngorms, Inverness-shire, at the New Year.

JUST ARRIVED

FINEST SELECTION
OF BEST

TENNIS RACKETS

SLAZENGER'S

"Primoris"
"Anderson"
"Egm"
"Meteor"

SPALDING'S

"Gold Medal"
"Balmoral"
"Vantage"
"Claremont"

CALIFORNIA

"Challenge Cup."
Model "A."
Model "B."
"Berkeley."
"Bear."

1928

SLAZENGER'S & SPALDING'S
TENNIS BALLS.

THE SINCERE Co., Ltd.

RECENT CATHEDRAL WEDDING.



Group taken after the wedding at St. John's Cathedral last Saturday of Mr. H. L. Fox and Miss Constance B. Hamson. (Photo: Ming Yuen).

FRENCH GENERAL
ELECTION.CANDIDATES NEGLECTING
THE CHAMBER.

France is now looking forward to a four-year period election which may mean much to the future prosperity of the country. On April 22 a new Chamber of Deputies will be chosen at the polls, and since the so-called lower house dominates Parliament, the complexion of the next government will be determined by the voting.

Deputies Busy.

The campaign now in progress in France has been so brisk that the Chamber of Deputies lately has presented a strange spectacle in government. More than three-quarters of the 580 deputies are absenting themselves from sessions in order to canvass their electors.

Many bills of the utmost importance, such as the military law, the new army discipline act, the new old-age and ill-health pensions bill, and others of great concern to the government, have been under consideration, but there has been rarely more than a score of deputies present at any sitting recently.

These few sit before long rows of little black boxes, containing the voting cards of their absent colleagues, and so the new bills have been receiving imposing majorities of, for example, 340 against 130, though never more than twenty or thirty deputies are present.

The battle has switched from the parliamentary chamber, where M. Raymond Poincaré, the premier, has been winning comfortable majorities, to the country itself, where a great many of the deputies hope to change the state of parties in the next house.

Poincaré Popular.

Indications are that, throughout the country itself, M. Poincaré has general support because his strong financial policy has kept the franc stable and this is interpreted as security for the future.

The Socialists, representing the strongest party in the chamber, hope to sign sufficient added strength to resume power, but most forecasts are in favour of another coalition, like the present, remaining in office.

BISHOP BACKS THE
TOTE.WILL LESSEN EVILS SAYS
DR. WELLDON.

Bishop Welldon, the Dean of Durham, who for nearly 20 years was chairman of the Anti-Gambling League, has written to the Racecourse Betting Bill Parliamentary Committee in support of the Bill to legalise the introduction of the totolator.

"I think betting is a bad habit," he states. "I think it tends to injure the nation. I wish, therefore, to discourage it. I was, and still am, in favour of the tax upon betting, as taxation naturally limits and does not promote a business."

"It is, in my eyes, absurd to pretend that the State can ignore the existence of betting. Betting and drinking are, I think, parallel; they become evils through excess, and if it is right to tax the one it cannot be wrong to tax the other."

Undesirable Practices.

"There are a good many undesirable practices which are now associated with betting. I believe the totolator would diminish these, and I do not think it would increase the amount of betting."

"I should wish the totolator to be a source of profit not so much to the racecourse, or to the support of horseracing as to the National Exchequer."

Lord Sydenham, who was Governor of Victoria, Australia, from

AMERICAN
PRESIDENCY.TROUBLE IN REPUBLICAN
CAMP.

Washington, Mar. 22.

With the trail of corruption and dishonesty apparently broadening every day, the oil investigations continue, and they promise, now that ex-Senator A. B. Fall is ready to tell all concerning his malfeasance when in office, to radically alter the character of the Presidential campaign, which is becoming the most uncertain in the present generation of American politics.

The Republicans in 1924 were frankly surprised that the oil revelations in no way embarrassed their Presidential aspirations, and when the Democrats re-opened the oil investigations, a few months ago, some Republican leaders boasted that they "would not change a single vote." But the revelations of the past few weeks apparently have not let a single prominent Republican individual unbothered. The assertion is even being made that President Coolidge "benefited from it all."

It is moreover only too obvious that the Republicans now lack a central figure around whom to rally, such as Mr. Coolidge in 1924. His latest pronouncement seems to further strengthen the belief that he will not run again, and the bitter sectional feelings and enmities that his personality kept below the surface are now clearly cutting cleavages in the Republican ranks. The Republicans are frankly frightened. Senator Robinson (Indiana) yesterday launched an unrestrained attack on Governor A. E. Smith, of New York State, in an attempt to show that the Democrats themselves are not free from the oil taint. Senator Robinson alleged that H. H. Sinclair, who is a noted racing man, was appointed to the New York Racing Commission several years ago by the Governor. Democratic senators came to the support of Mr. Smith, while Senator Robinson, who was not supported by any Republican oil league, shouted "Birds of a feather flock together."

The Republicans, facing the charges of corruption hampered by disunity, and charged by the onslaughts of the delighted Democrats, are hardly likely to keep the campaign on a high level. The campaign is not an appealing spectacle, or one likely to be clearly understood abroad.

The conditions in the Democratic Party also are not too good, since the traditional inability to agree among themselves is still active to-day. There is, however, a drift towards forgetting their differences, by reason of the fact that the Democrats see that their chances to win are to-day brighter than for many previous Presidential years. It is interesting to note that Senator Harrison led the defence to Governor Smith yesterday. Mississippi, which Senator Harrison represents, has been notably anti-Smith hitherto.

It is too early, however, to predict that the Democrats can overnight become a unified party, but above all these considerations remains the fact that the American public will during the next few months be treated to the spectacle of muck-raking on an unprecedented scale.

1901 to 1904, and of Bombay from 1907 to 1913, writes:

"I found racing conditions very unsatisfactory in Bombay and I determined to adopt the totolator there."

"I had at first the bitter hostility of the European racing elements, but the almost unanimous support of Indians. The results surpassed my expectations, and the Turf Club of Western India, my chief opponents, frankly admitted that the improvement of racing was marvellous."

Lord Sydenham, who was Governor of Victoria, Australia, from



Round the corner.

There's a lot of life in a baby, and it's wonderful what a baby will come through and how he will fight his way up—if just one thing is right. His food! Find the right food and the result will be smiles on baby's face and joy in mother's heart.

"Lactogen" never stops bringing a long procession of babies round the corner. Babies who were given good foods if only they could have digested them. Babies who cried,

fretted—pined away. And then "Lactogen" was tried and "Lactogen" made a change, for every drop of "Lactogen" is the full nourishment of pure rich milk and contains all the cream and all the vitamins. "Lactogen" is scientifically modified to be the nearest approach to mother's milk, and is the ideal food for babies who cannot be breast-fed. Mother! If you cannot feed baby yourself, give your baby "Lactogen."

LACTOGEN
REGD TRADE MARK

The Natural Milk Food.



GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—

W. R. LOXLEY & Co.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS
HARDWARE MERCHANTS.

PHONE:—CENTRAL No. 1116.

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TEL Central 25

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can't
help
liking

**CAPSTAN
CIGARETTES**

The advertisement is issued by the British American Tobacco Co., Ltd. E.B. 607

"There was a great decrease of betting, but, in Bombay, book-makers were excluded by my Bill from racecourses, which may account in part at least, for this salutary result."

Lady de Bathe was robbed of nearly \$1,000 worth of jewellery in her villa at Monte Carlo. A young Italian named Giulio Gel, aged 24, was arrested in connexion with the theft.

Lord Farrer has retired from the Surrey County Council after 20 years' membership. For some years he was Chairman of the Council's Parliamentary Committee.

Get a Brilliant Lustre on Your Floors and Linoleum

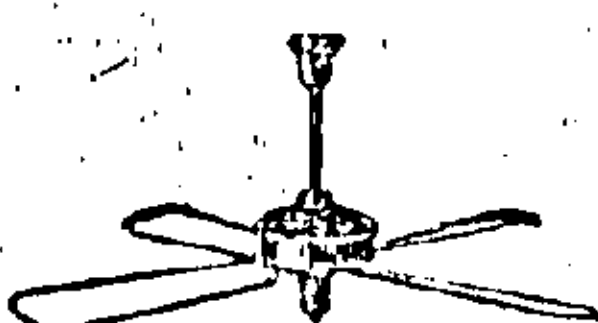


With Johnson's Electric Floor Polisher, for hire or purchase at the leading stores, you can quickly and easily polish your floors, linoleum, etc., to a beautiful high gloss. Spread Johnson's Wax on the floor and by guiding this wonderful little machine easily over it, you will obtain amazing results. The cost is small and the polisher can be operated from any lamp socket. Johnson's Wax is invaluable for use on floors, linoleum, furniture, pianos, automobiles, etc.

For hire or purchase at the leading stores

SHANGHAI
Art & Craft, Ltd., 43 Bellingham Road
Larson & Tuck, 44-45, Edward Yit
Home Central, 44-45, Edward Yit

TIENTSIN
American Machinery & Export Co.
S. C. JOHNSON & SON, Racine, Wis., U.S.A.



The Lifetime Ceiling Fan

Century Ceiling Fans possess three outstanding advantages—

1. On fast speed, they move 3,500 cubic feet of air per minute—especially desirable during unusually hot weather.
2. Speed may be reduced to less than half of maximum speed.
3. On slow speed, they provide slow air circulation and prevent discomfort and fatigue in over-warm or poorly ventilated rooms.

Century
FANS

SHEWAN, TOMES
AND CO.
Agents.

POPULAR DANCE RECORDS

- Nos.
- | | | |
|------|--------------------------|------------|
| 6294 | My Blue Heaven | (Fox Trot) |
| | Tell Me Little Daisy | " |
| 6325 | Among My Souvenirs | " |
| | Cuddle Stones | " |
| 6324 | Together We Two | " |
| | Did You Mean It | " |
| 6035 | Doll Dance | " |
| | What Do I Care | " |
| 6111 | Russian Lullaby | (Waltz) |
| | Dawn of Tomorrow | " |
| 6240 | Here Am I Broken Hearted | (Fox Trot) |
| | No Wonder I'm Happy | " |

Kowloon Music Store
Kowloon Hotel Building
KOWLOON

MRS. MOTONO

HAND & ELECTRIC
MASSAGE

No. 31B, Top Floor, Wyndham St
Hongkong.

MENACE TO HEALTH.

(Continued from Page 2.)

medical men he thought their hosts would have prepared the dishes in such a way that one could give immunity to the other but he found the reverse. Whatever his colleagues would have to say about the sumptuous meal the next day, he felt a full clinical report would not cover their complaints.

Dr. Strahan then in a few well chosen words said that the British Medical Association was not there to maintain their rights but to uphold the standard of Western medicine. He also felt sure that co-operation with the Chinese practitioners would be most beneficial to the Colony.

University Students.

Dr. W. V. M. Koch, tonsting the Chinese Medical Association said that among the many hosts present he was with friends as most of them were in the Hongkong University when he was attached to the Medical Faculty there. Since he left he saw several of his students passed out. He thought that they would strike out to the four corners of China and instil Western Medical science there, but he found instead that they are all here, sticking close to the alms mater.

Dr. Koch said that he felt sure the Colony would greatly benefit by it if the British and Chinese doctors were to work together on a co-ordinated line.

Replying, Dr. Phoon Seck Wing said that the sentiments expressed had convinced him that the Chinese Medical Association would always have the support and goodwill of the British Association. The chairman of the Chinese Association was to foster the scientific spirit, to promote social intercourse and to encourage public service.

Dr. Phoon felt sure that in a Colony like Hongkong where the major part of the inhabitants were Chinese, the Chinese doctors would be most useful in carrying reforms among their own countrymen.

Those Present.

The guests included H. E. the Governor and Capt. Whyte, Mr. W. W. Hornell, Mrs. J. Anderson, F. R. Ashton, G. E. Aubrey, H. Balcum, R. A. de Castro Basto, F. Bunje, A. Cannon, J. R. Craig, K. H. Digby, J. E. Davey, J. Durran, J. P. Fehily, R. H. Mellon, G. M. Harston, E. W. Kirk, W. V. M. Koch, W. B. A. Moore, M. O. Pfister, G. W. Pope, J. H. Sanders, J. H. Shellshear, J. T. Smalley, S. S. Strahan, A. Sydenham, R. E. Tottenham, T. W. Ware, W. K. Dunscombe, R. de Sousa, H. G. Earle, D. K. Samy, E. L. de Sousa, J. W. Warner, Major R. Lucas, R. A. M. C. Major W. L. Stevenson, Major J. P. Lynch, Surg. Comm. P. L. Gibson, Professor Gaudli, and Messrs. Peter Pan, Wang Kam-tuk, Tsai Hing, Ho Kung-tung, Wong Kwong-tin, Tso Suen-wan, Li Cho-chi and S. H. Yung.

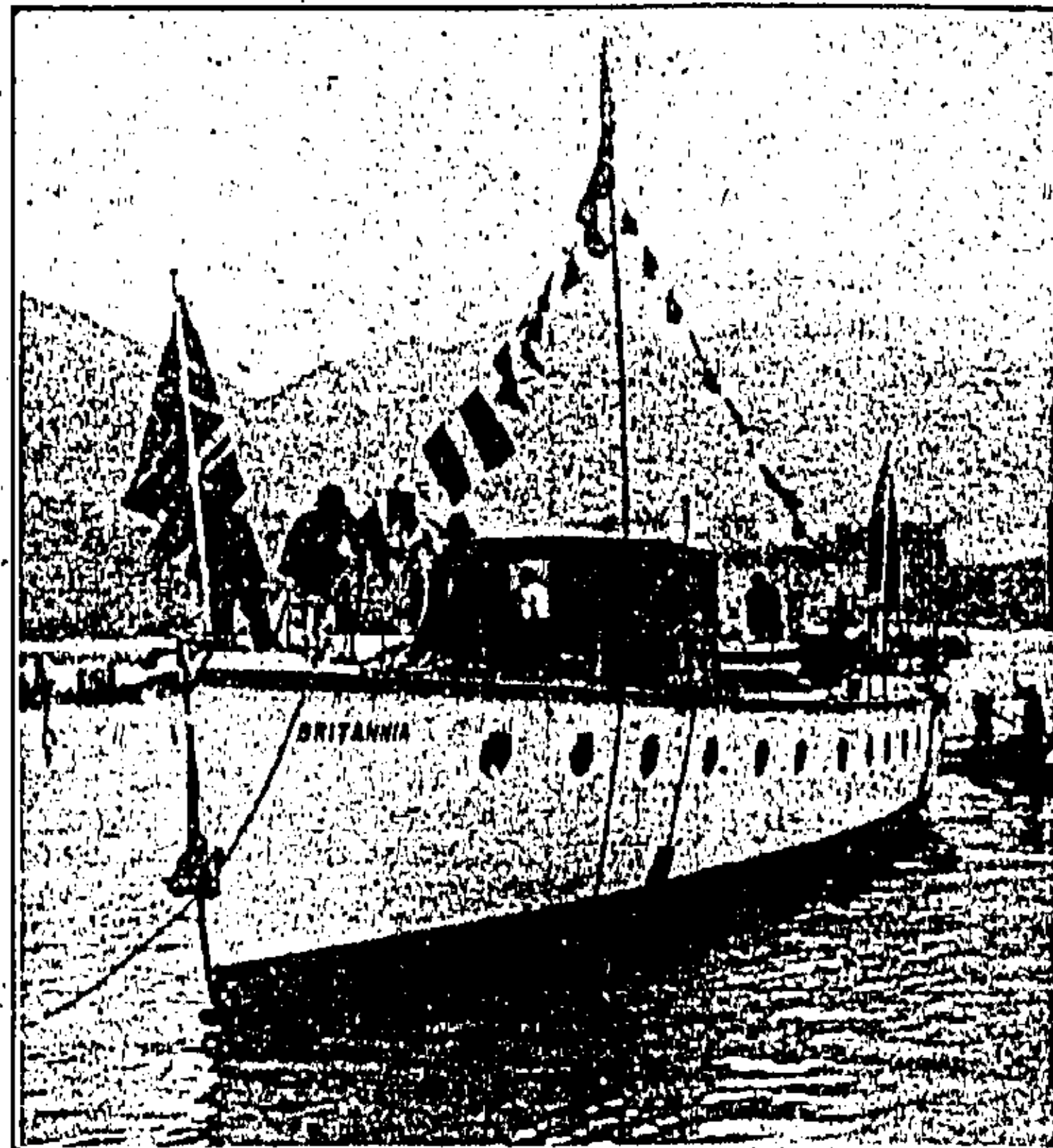
Hongkong Chinese practitioners attending were Drs. Jon Hawk, Chai Wai-chung, Phoon Seck-wing, K. C. Cheng, L. S. Shin, Y. Y. Lee, Li Ping-sun, Phoon Seck-wah, T. P. Woo, M. H. Hoahing, Y. S. Chung, S. F. Lee, Li Sam, C. G. Wang, S. S. Mah, K. L. Kwan, G. K. M. T. M. Tsoi, S. N. Chan, G. W. Ho, B. C. Wong, F. I. Tsung, P. C. Wong, Mok Tai-tin, S. Ho, A. K. K. Wong, K. W. Ip, Tsang Tui-chen, Wong Shu-yok, K. S. Shin, C. S. Chin, Pok Wing-kan, Ho Koon, R. J. Wong, Y. S. Wan, Yim Wan, S. C. Au, Chin Hin Yung, Ko King-fan, Y. Y. Tang, Y. K. To, Li Tso-yiu, S. A. M. Sopher, W. T. Cheung, S. C. Ho, X. Y. Li, Prof. C. Y. Wang, and Dr. Ma Luk.

MAGISTRATE KILLED.

STABBED TO DEATH BY A MAHOMMEDAN.

Chittagong, Apr. 20.
A Mahomedan has stabbed to death the district magistrate, Mr. G. H. W. Davies. —Reuter.

GOVERNOR'S NEW YACHT.



H. E. the Governor's new yacht Britannia, which was launched yesterday. The christening ceremony was performed by Miss Clementi. (Photo: Ming Yuen).

MAGNIFICENT BRONZE LIONESS.



The above picture shows the magnificent lifesize bronze lioness which has lately attracted many sightseers to Messrs. Komor and Komor's window. The figure, which was modelled by Shimizu, celebrated Japanese sculptor, has just been sold to a Hongkong resident for \$2,500, and so remains in the Colony. It is a truly notable work of art.

TO-DAY'S FILMS.

"THE GAY RETREAT" AT THE QUEEN'S.

"The Gay Retreat," the exceedingly funny war comedy which has been drawing large houses at the Queen's Theatre since Wednesday, is being screened for the last time to-day. Sammy Cohen and Ted McNamara, the two comic marines who achieved fame in "What Price Glory," are the leading players and they provide a tremendous amount of fun. The climax is as original as it is absurdly amusing.

World Theatre.

"A Man's Past," with Conrad Veidt, well known European screen actor, is being screened for the last time to-day at the World Theatre. This picture presents the strange romance of a doctor who escapes from prison only to find himself compelled to pose as the brother of the woman he loves. In the supporting cast are Barbara Bedford and Arthur Edmund Carew.

Star Theatre.

"The Hopemonger Express," showing at the Star Theatre for the last time today, deals with the trials of a "doormat" mother

ST. GEORGE'S DAY.

WREATH-LAYING CEREMONY AT THE CENOTAPH.

On Monday, St. George's Day, the President of St. George's Society of Hongkong, accompanied by members of the Committee, will lay a wreath on the Cenotaph at 9 a.m. It is hoped that as many members as possible will attend the ceremony.

By kind permission of Lieut. Col. Boyd, D.S.O., and Officers, the Band of the 1st Battalion, The Queen's Royal Regiment will play the Retreat on the Hongkong Cricket Club ground at 5.30 p.m., weather permitting. The Cricket Club have kindly placed their land at the disposal of the public. The Committee and members of the Society will be "At Home" to H.M. forces at 9.30 p.m. in the Queen's and Star Theatre.

who suddenly decides to revolt. The picture is essentially a comedy although it also offers sober matter of interest. Willard Louis and Irene Rich are the leading players, while Helene Costello, Tolmes Harbert and Jane Winton give excellent support.

LIABILITY FOR RENT.

IMPORTANCE OF LETTER.

A question as to liability for rent was raised in the Summary Court yesterday afternoon when Wong Chai sued Mak Wah-tun and Mrs. Mak Yau-man for \$134.50 in respect of two months' rent for No. 1 Sing Hing Street, ground floor. Mr. F. H. Loseby was for the plaintiff and the defendants conducted their own case.

Mr. Loseby explained that the defendants were mother and son and the former's husband died last year. On the date of his death there were only two more days to go before the rent became due from the husband for that month but after the man's death the son wrote a letter to the landlord intimating that they would quit the premises at the end of the first month of this Chinese year. The defendants vacated the premises after that second month was passed and they therefore became liable for two months' rent, one month being when the father died and the other the following month.

Mr. Loseby argued that the father was the tenant of the house in law and the defendants would not be liable under ordinary circumstances but they had made themselves executors *de son tort*, by interfering with the affairs of the dead husband.

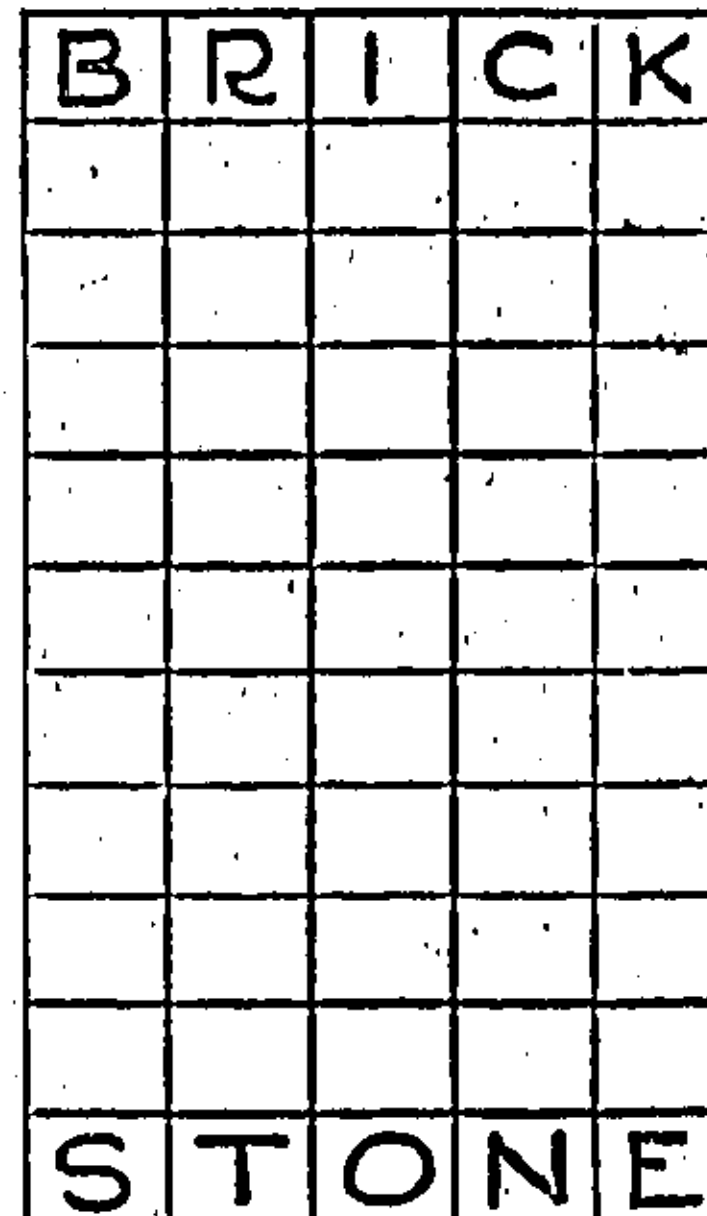
Following evidence as to the facts the case was adjourned to enable Mr. Loseby to search the court library for authorities bearing out his contention.

On resuming Mr. Loseby quoted authorities which, he contended, bore out his argument that a person who intermeddled with the affairs of a dead person without being his legal executor would make himself an executor *de son tort*. He argued that the son made himself an executor by writing to the landlord and moving the furniture.

After some argument between Mr. Loseby and his Lordship the latter held that the woman defendant was not liable in any way and that at the time of the man's death there was no rent owing. By reason of writing to the landlord the son made himself liable for the following month's rent. His Lordship accordingly gave judgment for the plaintiff for one month's rent, \$62 against the son for that hearing of the case only.

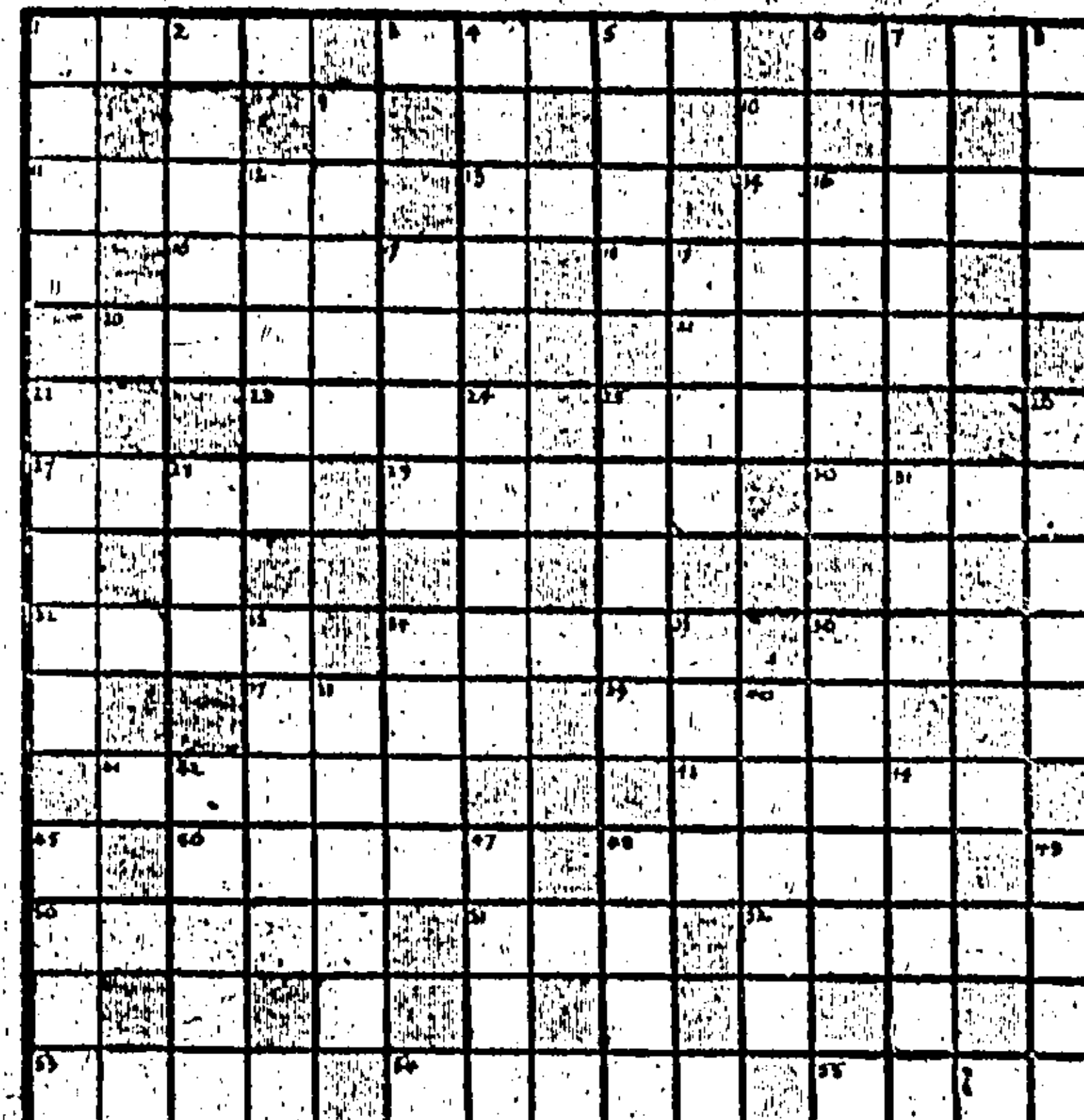
LETTER GOLF.

Somebody said the other day these puzzles were easy. All right. Go from brick to stone in ten strokes or fewer. If it stops you, the par solution is printed on another page.



1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEEN, in three strokes, COW, HOW, HEW, HEN.
2—You can change only one letter at a time.
3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.
4—The order of letters cannot be changed.
One solution is printed on another page of this issue.

OUR CROSSWORD PUZZLE.



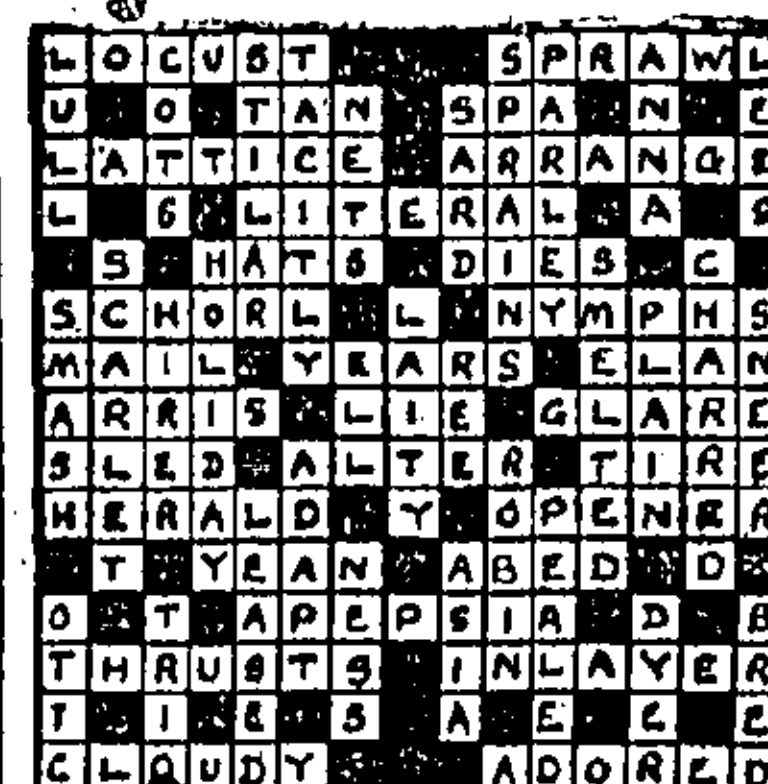
Across.

- 1 Lie in warmth.
- 5 Species of quartz.
- 8 Brood.
- 12 Once more.
- 13 Open net, silk fabric.
- 14 Destruction.
- 15 Delay.
- 17 Cannanite deity.
- 18 Interfered.
- 20 Deceased.
- 22 Curved bone.
- 23 Friend.
- 25 Marks made by blows.
- 27 Reward of merit.
- 30 Extol.
- 31 Seat.
- 32 Govern.
- 33 Female servant.
- 35 Passage.
- 37 Two masted vessel.
- 38 Church passage.
- 40 Morning reception.
- 43 Exclamation of triumph.
- 44 Sicken.
- 46 Healing instruments.
- 49 Makes.
- 52 Difference in value of money.
- 53 Companions.
- 54 Length of duration.
- 55 Periods of life.
- 56 Rigid.
- 57 Dispatch.
- 58 Roofing material.
- 59 Action.

Down.

- 1 Yeast.
- 2 Shivering with cold.
- 3 Stated.
- 4 Kin.
- 6 Regretted.
- 7 Took legal action against.
- 8 Having the form of a pipe.
- 9 Unhesitating dash.

Yesterday's Solution.



GARTER-PROOF

SILK
HOSE

"Ladder's" caused by the
Metal Clips cannot run
beyond the GOLD STRIPE.

Ask for "GOLD STRIPE" hosiery.

Lane, Crawford's LADIES' SALON

Sole Agents

LEST IT IS TOO LATE CHOOSE YOUR

BATHING CAPS
AND
SLIPPERS NOW.

THE COLONIAL DISPENSARY

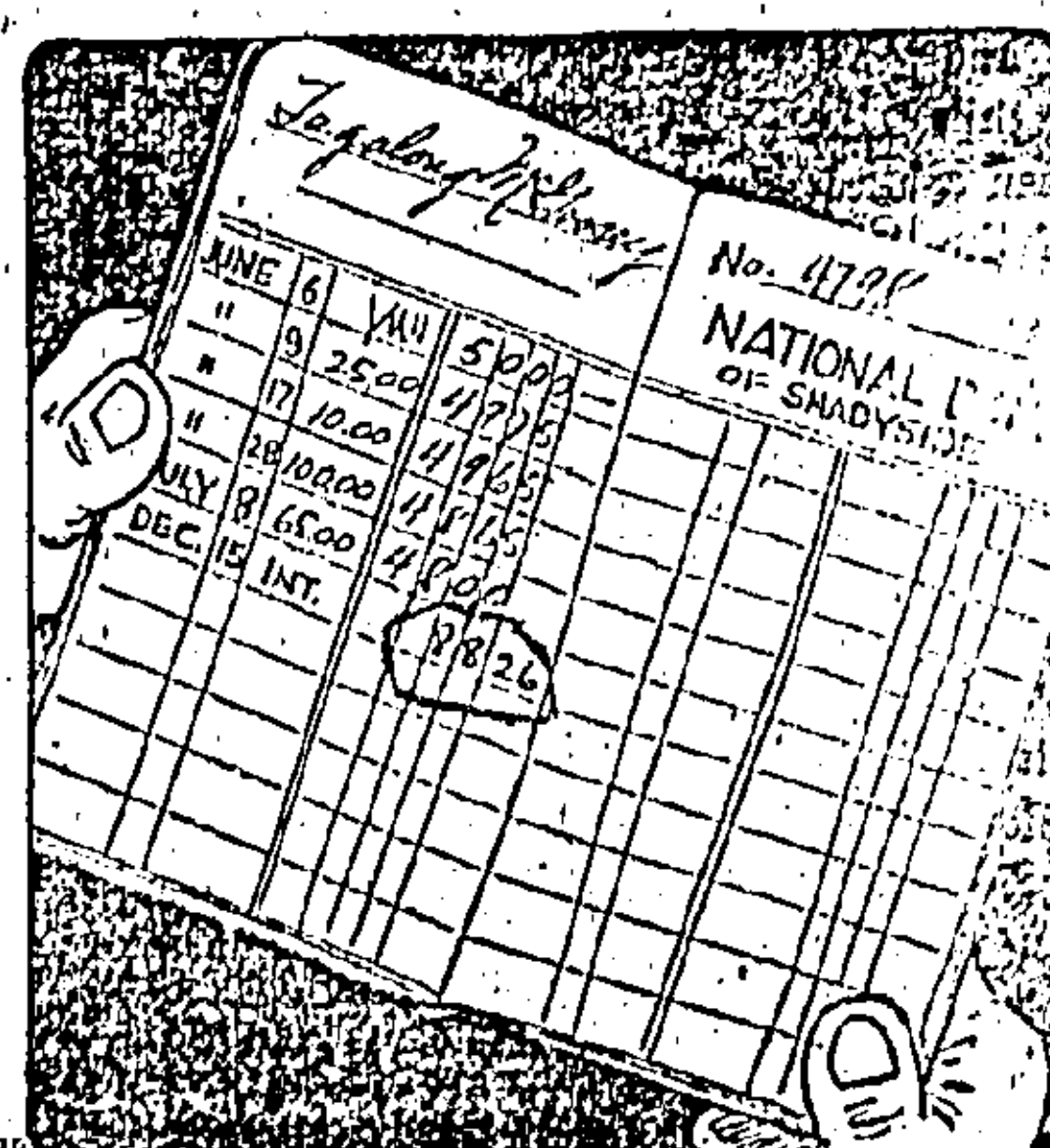
14, Queen's Road, C.

Tel. C. 1877

FRECKLES AND HIS FRIENDS

Only Four Days Left

By Blosser



FINE SHERRIES.

SUPERIOR PALE DRY.

FULL GOLDEN.

Of very superior quality, grown and bottled by
Anto. R. Ruiz Y. Hermanos Xeres de la Frontera.

Specially selected.

FINE PORTS

ROBERTSON'S

Douro Choice Old

SILVA & COSEN'S

Very Fine Old Tawny.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS

PHONE C. 613.

NOW ON SALE

NEW

VICTOR RECORDS

FOR APRIL

Come in and Hear Them

S. Moutrie & Co., Ltd.

Chater Road.

ATHLETIC GOODS

Just Received include—

Indian Clubs.

Sandow's Developers.

"Bike" Supporters.

Medicine Balls.

"Webbro" Water Polo Balls.

"Double End" Punch Balls.

"Spalding" Cricket Bats.

Skipping Ropes (Ball Bearing.)

Running Shoes.

"Eddie Farrell" Fielders Gloves.

"Fore" Putting Discs.

"Suzanne Lenglen" Racket Frames.

Lane, Crawford, Ltd.

Sports Specialists.



TOTAL

DRY FIRE
EXTINGUISHER

NO PERIODIC REFILLING

NON-CONDUCTOR
OF ELECTRICITY

TYPES for MOTOR CARS,
INDUSTRIAL AND ALL
ESTABLISHMENTS.

RELIABLE and EFFICIENT

KELLER, KERN Co., Ltd.

16/19 CONNAUGHT ROAD, C.

The
Hongkong Telegraph.

SATURDAY, APRIL 21, 1928

THE OPIUM QUESTION.

In the discussions which have been taking place at Geneva on the opium evil, there have been the customary attempts by the Chinese delegate to minimise the extent of the production of the narcotic in China. When the French Assessor quoted figures a few days ago to show that the production had immensely increased, Mr. Chao declared that the statistics were imaginary, and later in the session, he denied the existence of any Chinese law permitting the cultivation of the poppy. At the moment, we have not before us the detailed figures for the period of which the French Assessor made mention, but it will be sufficient for our purposes if we are able to show that the situation in China to-day is far worse than it ever has been.

In the course of a lengthy article on the present position of the opium question, Dr. Graham Aspland, the Secretary of the International Anti-Opium Association in Peking, asserts that the general consensus of opinion in China, foreign and native alike, is that every aspect of the opium traffic has got considerably worse during the past year. Whilst it is true that there is not much evidence of compulsory cultivation under military duress, the people have been encouraged to cultivate and, in some parts of the country, opium land taxes have been reduced to stimulate production. We have it on the word of this competent observer that the Chinese authorities have made no attempt whatever to restrict, control or suppress opium cultivation or use. Indeed, the reverse is the truth, for millions have been raised out of opium for military operations and civil propaganda. "The opium traffic in Shanghai, Canton, Hankow, and Nanking and elsewhere," says this commentator, "has not only been a scandal and a contradiction of the declared ideals of the Nationalist Government, but it has been officially conducted with a total absence of regard for the people's welfare." A summary of the situation for the past twenty-three years shows that in 1926 cultivation was "universal" and it is added that for 1927 the conditions were even worse.

When Mr. Chao asserts that there is no law permitting the cultivation of the poppy, he may or may not be technically correct. But that is

neither here nor there. What does matter, however, is whether the least attempt is made to prohibit poppy-growing or opium-smoking. The answer to that is a decided negative. Let us again quote from the statement made by Dr. Graham Aspland. "So complete is the reversion to the old opium days of unrestricted indulgence," he says, "that secrecy is no longer required. In the provinces, taxation removes all semblance of legal infraction, and thereby encourages an openness which renders the act perfectly legitimate." We could quote much more, but will content ourselves with this final observation: "Opium restriction is a figment of the imagination. Opium production and use are encouraged in every corner of China except Shanai, and the sole purpose of the traffic is taxation in every form. China is using as much opium to-day as in the pre-prohibition years, with the added gain that the opium is her own production." It is old history that Britain more than twenty years ago concluded an agreement with China which had for its object the cessation of opium exports from India and the suppression of cultivation in China. The British part of that contract has been fulfilled to the letter, even although it was made contingent on China doing hers, which she has lamentably failed to do. These are facts which the world knows, and no good purpose will be served by Chinese delegates at Geneva attempting to gloss over the unpleasant truth.

Daylight Saving.

The announcement that the provisions of the Daylight Saving Bill, more popularly referred to as the Summer-time Bill, come into operation in England on Sunday, bring to mind once again the value of similar legislation were it effected in Hongkong. After considerable objection, by the farmers chiefly, who thought it a great hardship to ask their cows to rise an hour earlier, the practice was introduced in Great Britain soon after the War, and its advantages were so apparent and readily recognised that but a short time elapsed before it became a fixture on the Statute. What the Dairy Farm Company thinks about it we have no idea at the moment, but, as we have argued many times, it does seem that an extra hour of daylight in the summer evenings would be a great boon to the Colony, and incidentally, more beneficial in the long run than could be claimed for the British Isles, where the twilight is sufficiently prolonged to preserve reasonably good light until quite a late hour. Owing to its latitude, Hongkong is not so fortunate. Very few are in the happy position of ability to escape from the office desk until an hour when the sun is already hanging low in the West, and darkness follows all too rapidly for those who would in other circumstances indulge in tennis, or other outdoor pursuit, in order to preserve fitness. Several firms, we believe, arrange for their employees to begin earlier and leave earlier in this excellent cause, but we should like it to become an understood thing, covered by an Ordinance following the same lines as the Daylight Saving Bill. The difficulties are obvious, but, judging by every-day experience, certain classes of the Chinese pay little attention to time anyway. Theoretically the arguments pro and con are equally strong, but we are convinced that a practical experiment would favour adoption of the system. The chief need, of course, would be for all Far Eastern business centres to join in the movement.

EXCHANGE RATES.

London, Apr. 20.

Paris	124
New York	4.88 3/10
Brussels	34.90
Geneva	25.38
Amsterdam	12.11 1/2
Milan	92.00
Berlin	20.41
Stockholm	18.18
Copenhagen	19.20
Oslo	18.24
Vienna	34.72 1/2
Prague	104.4
Helsinki	104
Madrid	29.10
Lisbon	2.24
Athens	87.25
Bucharest	77.04
Rio	5.59 1/4
Buenos Aires	47.18 1/2
Bombay	1/6.81/82
Shanghai	2/04
Hongkong	1/11.7/10
Yokohama	23.5/16
Silver (spot and forward)	23.5/16

—British Wireless.

DAY BY DAY.

FALSE HAPPINESS RENDERS MEN STEIN AND PROUD, AND THAT HAPPINESS IS NEVER COMMUNICATED. TRUE HAPPINESS RENDERS THEM KIND AND SENSIBLE, AND THAT HAPPINESS IS ALWAYS SHARED.—Montesquieu.

A Chinese case of typhoid fever was notified yesterday.

The P. and O. s.s. Nagpore, from Shanghai, is due here at 6 a.m. on the 24th inst.

His Excellency the Governor has reappointed Dr. Alice Hickling, M.B.E., to be a Member of the Midwives Board for a further term of three years.

Messrs. Carroll Bros. have been advised of the following dividends on rubber shares:—Bassett, 2 1/2 per cent.; Connemara, 5 per cent. final; Kuala Sidims, 5 per cent. final.

The M. V. Tanager, of the Norwegian African and Australia Line, left Hamburg on 5th April and is expected to arrive here on or about May 10th, with cargo from Norway and ports.

The Canton Municipal authorities propose to build a bridge between the Bund and the Pearl Park on the Dutch Folly, which are to be buoyed by iron floats. It is learned that the estimated cost amounts to \$31,960.

His Excellency the Governor has appointed Subedar Major Sultan Ahmed, 9/15th Punjab Regiment, to be one of his Honorary Aides-de-Camp, in succession to Subedar Major and Hon. Captain Fazal Khan, Sirdar Bahadur.

His Excellency the Governor has appointed Subedar Major Mangal Singh, Hongkong and Singapore Brigade, to be one of his Honorary Aides-de-Camp, in succession to Acting Subedar Major Piran Ditta, D.C.M., Hongkong and Singapore Brigade, R.A.

Two land sales are to take place at the P.W.D. offices on May 7th.—New Kowloon Inland Lot 1130, with an area of 60,000 square feet (upset, price \$18,000) and New Kowloon Inland Lot 1132, of about 5,510 square feet (upset price \$6,887.50).

Regulation No. 21 under the Merchant Shipping Ordinance has been amended to read:—"No steamship shall use a steam whistle except for the purposes of navigation as laid down in Articles 15, 28 and 31 of the International Collision Regulations."

The Star Ferry Co. ran for the first time this morning the new ferry-boat "Northern Star." She is pretty much the same as the other new boats built at Kowloon Docks, excepting for the feature of a swing gate in conjunction with the passenger gangway.

The National Hunt Steeplechase at Cheltenham is shown in tomorrow's British topical gazette at the Queen's Theatre, which also includes views of Nelson's "Victory," glimpses of H.M.S. "Tiger," and Submarine 122 submerging with the King of Afghanistan on board.

To the list of medical practitioners, has been added the name of Miss Martha Hunter Hoehling, Licentiate of the Royal College of Physicians and Licentiate of the Royal College of Surgeons, Edinburgh, and Licentiate of the Royal Faculty of Physicians and Surgeons, Glasgow.

It is notified that, at the expiration of three months, the General Exchange Company Ltd.; the Colonial Commercial Company Ltd.; the Sedan Company Ltd.; and the Yue Tak Company, Ltd., will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

Mr. Herbert Welham has been appointed editor of the Straits Times, in succession to the late Mr. Wentworth Lewis. Practically the whole of Mr. Welham's journalistic career has been spent in Malaya. He came out to the Straits in January, 1905, as editor of the Pinang Gazette, where he remained till 1910. From 1912 to 1926 he was editor of the Straits Echo, of Penang, which he left to take over the Malay Mail in March 1927.

An extremely enjoyable evening was spent by many at the R. E. Theatre, Wellington Barracks, yesterday evening when a smoking concert and concert were held under the auspices of the Royal Artillery Association. The programme was well sustained and reflected credit on the artists. Those taking part were Major Tuke, M.C., Lieut. Musson, W.O. MacDonald, B/S.M. Broadbridge, Serjeant Moore, Leach, and Alvey, L/Cpl. Stewart, Bdr. Quinn and Pte. Brown.

LETTERS FROM HONGKONG.

1.—The Problem: Civil v. Military.

First of all, a word as to how these letters came to be printed.

The fact that they are not all of them written from Hongkong itself does not really matter. When Karel Kappek wrote "Letters from England," he had already invaded the sanctuary of our home life. He was here. He had been scorned, reviled, laughed at, and generally acknowledged to be someone worth while. For him to describe how one reaches England from Slovakia was obviously silly. Besides, it had nothing to do with the subject in hand. Kappek had so far as I can discern a bonhomie and a laudable desire to make a little money. Now at so many dollars a column, there is very little chance of your unworthy letters (dear elusive friend) bringing me in much of a fortune; but then I have a mission. I will explain.

The other day I met the General Manager, and while pointing out to him the desirability of a series of articles on Hongkong by someone who knows nothing about the place, we, or rather he, hit upon the mission.

"I hardly know what to call it," he said, "but shall we say, 'The Civilians versus the Army.'"

And, of course, I saw at once that, with the usual perspicacity of General Managers, he had hit the nail on the head.

Your letters, dear friend, shall deal with a "problem," as all good letters should. Never mind when they were written, nor who are the queer folk who stagger across their pages. They shall be about persons and things and the little odd events that make other peoples' lives so different from our own. Forget even your own identity, if you ever had one. To whom were Kappek's letters addressed? It seems doubtful if any of them ever reached Slovakia.

"I live," said a certain business man, "in an excellent house in Kowloon. In the same house live several Army officers—different ranks—all kinds. Good chaps I know, and all that. But do you suppose any one of them nods to me or says good morning when we meet in the hall? Not on your life. Well, why is it? It's been touched on before, but I don't think anyone has got down to it properly, and if it was really sif-

ed out, it would do a world of good."

The Civil outlook versus the Military. That vague, undefined feeling of suggestive antagonism that strikes every newcomer as perhaps the greatest curiosity of Hongkong. Certainly it can be classed as a social feature. We will probe it to its horrid depths; not in any blatant or straightforward manner; partly because if we did, I know my good but lazy friend, you would never read it; but also because such a subject cannot be tackled directly. It is the outcome of the clash of different characteristics meeting so many thousands of miles from Home and compressed artificially into abnormally close contact.

The land is a strange land to most of us, and the stranger the place, the more our racial instincts draw us together. In England, we know perfectly well where to look for our friends; they are not shovelled out to us in boatloads. It may be that when we get to the other end of the earth we are disappointed at not finding the same types in similar surroundings. It may be that we are still troubled by "conventions." Admittedly it seems scarcely possible in this age. But Mary asks, inconsequently, "couldn't the civilians—the married ones—leave cards on messes—wives as well as men?"

Well, I don't know. What would happen if they did? Would it help to bring us together, or would it be merely another annoyance in a life already too full of trouble?

We will not attempt any swift or drastic remedy to a problem which, after all, is a source of a good deal of satisfactory bickering amongst a lot of otherwise quite normal folk. Come with me. I will not plunge you directly into the human ant-heap of Hongkong. Prop me against the coffee pot and we will approach the subject guardedly, like Christians in a Bibby Liner painted white with a lot of other worthy people, nearly or quite as ignorant as ourselves of the charms and whims of travel, the customs and manners of the East.

[The theme will be pursued further in next Saturday's issue.—Ed. H. K. T.]

POEMS THAT LIVE.

UPON WESTMINSTER BRIDGE.

Earth has not anything to show more fair:
Dull would he be of soul who could
pass by
A sight so touching in its majesty:
This City doth like a garment wear
The beauty of the morning; silent,
bare,
Ships, towers, domes, theatres, and
temples lie,
Open unto the fields, and to the sky;
All bright and glittering in the
smokeless air.
Never did sun more beautifully steep
In his first splendour valley, rock,
or hill,
Nor saw I, never felt, a calm so
deep!
The river glideth at his own sweet
will:
Dear God! the very houses seem
asleep:
And all that mighty heart is lying
still!

Wordsworth.

NEW GUINEA GIVEN GOVERNMENT.

AUSTRALIAN PROPOSALS FOR FUTURE.

Canberra, Apr. 20.

The Australian Government proposes to establish representative institutions in the Mandated Territory of New Guinea, consisting of a nominated Council and elected House of Representatives.—Reuter.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths: Plague, Aden 108 (97), Bassein (4), Bombay (15), Rangoon (3); Cholera, Bassein (20), Calcutta (11), Madras (4), Negapatam 1, Rangoon (2), Tuticorin 43 (26), Pondicherry 2 (2), Bangkok 24 (17), Saigon 50 (37); Small-pox, Alexandria 1, Suez 1, Bombay 50 (32), Calcutta 49 (32), Madras 49 (16), Moulmein 4 (2), Negapatam 1 (1), Rangoon 82, Pondicherry 12 (12), Singapore 2, Belawan-Doll 2 (2), Bandjermasin 1, Shanghai (3), Canton 1, Osaka 11, Shimonoeki 2, Dairen 7.

LOCAL SHIPBUILDING.

W. S. BAILEY & CO.'S BUSY SHIPYARD.

We are informed by Messrs. W. S. Bailey and Co., Ltd., that trials have taken place and, deliveries made of the steel bulk oil motor lighter "Utah" and of the steel tug-boat Chirm Chom Phol, descriptions of which we gave in a recent issue. The Utah made an average trial speed when fully loaded of 7.63 knots against the contract speed of 7.5 knots only, and the Chirm Chom Phol an average speed of 9.65 knots against a contract speed of 9 knots only. The machinery in both cases ran perfectly and the speeds were easily maintained.

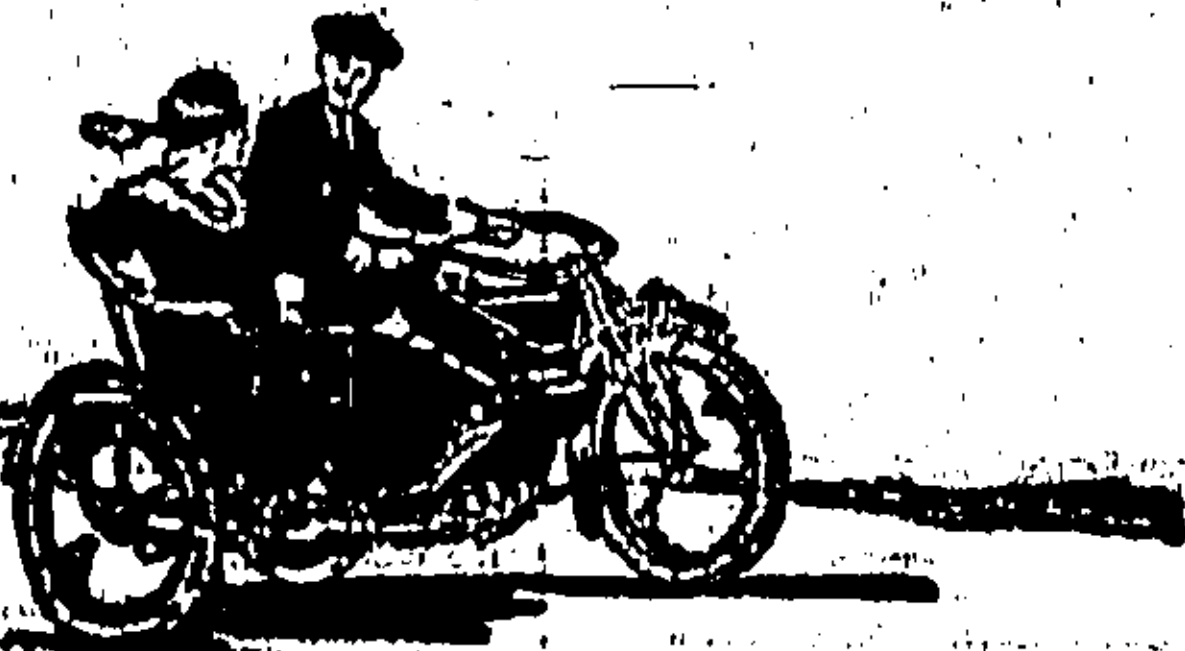
Messrs. W. S. Bailey and Co. have now in hand an 80 ft. twin screw teakwood launch for the Harbour Master's Department, to be fitted with semi-Deisel Gardner motors; a 100 ft. steam launch for the Police Department, generally similar to the "No. 4 Police" they lately built and which maintained a speed of over 13 knots; a 94 ft. tug boat for the Macao Government; and three gunboats for the Canton Government, all these vessels being of steel.

Two of the gunboats are 84 ft. long with galvanized sheer strakes and fitted with twin sterling motors to give a speed of 15 miles on a draught of 2 ft. 6 ins. only. The other gunboat is 121 ft. in length with all the hull plating galvanized, and will be fitted with twin triple expansion engines and Thornycroft boiler to give a speed of 14 miles on 4 ft. 6 ins. draught. All three vessels are armour plated from deck to water line.

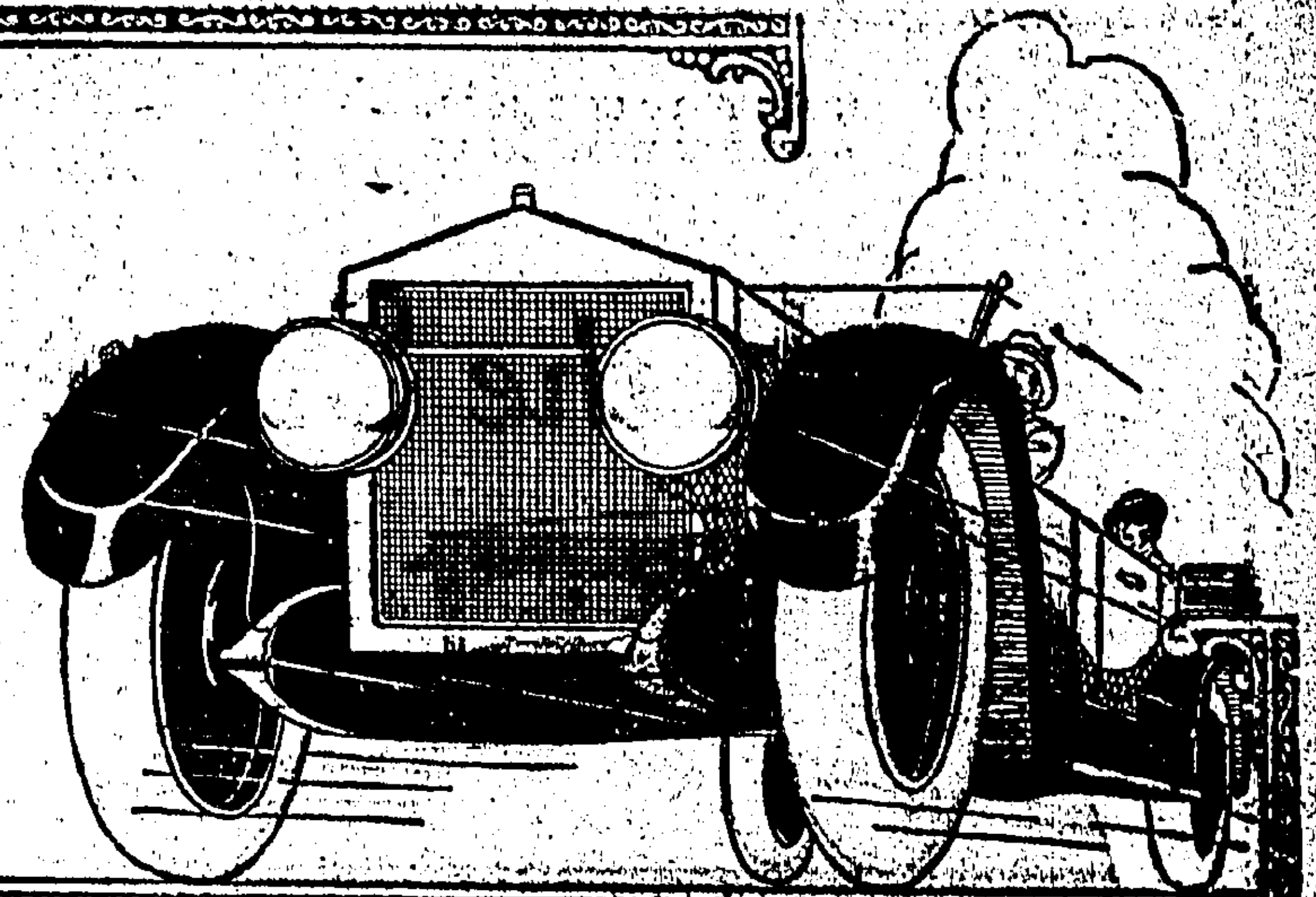
All this work is well advanced and the yard and shops also kept busy on general construction and repair work, for which they are well equipped.

With reference to the appeal for papers and periodicals for the Naval and Military Y.M.C.A. the Committee wish it to be clearly understood that donations of money towards cost of same (or alternatively orders on news agents) will be most gratefully received and acknowledged by the Secretary.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY 21st APRIL, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Seeking Information.

It seems that the various motoring authorities at Home are beginning to realise that Hongkong has a considerable amount of motoring, for the local Automobile has been extremely busy during the past few weeks replying to queries about the supplies of petrol, oil, hotel accommodation, etc. The R.A.C., the A.A., and other bodies have, on behalf of interested members who think they might be travelling in this part of the world, asked about places to visit and roads on which to travel and all allied information similar to that supplied to their members going on tour.

Advice To Agents.

Among the enquiries received are several from Home manufacturers and they have been informed that there is a growing market for automobile products, and that this market will be considerably increased so soon as southern China is opened up by roadways. In this connexion, the various local agents would do well to send in to the Hon. Secretary of the local A.A. the particulars of their agencies, etc., so that he can forward such information Home for inclusion in the big A.A. handbook which is published every year by the London organisation.

Central Parking Ranks.

During the past week the white lines on the parking rank in Pedder Street have been extended in order to remind drivers to park their cars at an angle so that they can leave the stand in a straight-away drive without having to reverse before getting away. If this intention of the authorities is duly observed there will be much less obstruction than now. Further, certain gaps have been provided in the rank so that pedestrians may cross the street. Hitherto, there has been, during most hours of the day, an unbroken line of cars. There is also a portion of the rank being exclusively set apart for the use of motor cycles. We learn that, owing to damage having been done to private cars by public car drivers carelessly parking and "jockeying" for positions, the future allocation of the stand at the Post Office is under consideration. The situation there has been aggravated by serious obstruction to traffic, and it may be that the public cars will be made to go elsewhere. There would have been no objections against them if only a reasonable number had been content to park properly and await employment, but there is no denying the fact that the public cars have, at that spot, thrown traffic into confusion, especially by "loitering". Along there is no doubt that the public cars are serving a very useful purpose and have rendered good services, and even when the promised taxicab service is in operation there will still be room for a good many public cars. In view of which fact we would like to see a suitable parking place provided for them near the business centre at a spot where they would not interfere so much with other traffic. The most satisfactory arrangement would probably be to reserve the present stands for private vehicles and for the authorities to provide a separate and suitable place for public cars. We know that the problem is not easy of solution, but those are the broad lines along which attempts at improvement should proceed.

More New Buses.

The improvement in the Peninsula bus services by the employment of more comfortable, larger and up-to-date buses of British design and manufacture continues,

and by the end of the year there will probably be no Ford machines operating on the services. At present the Kowloon Motor Bus Company has 34 vehicles in all, comprising one White (30-seater), 13 Leylands (ten 20-seaters and three 30-seaters), two Morris (both 18-seaters) and 18 Fords. This company has ordered a further 10 chassis, type "U.B. Forward," dropped frame low loading, manufactured by the Thornycroft Company, for which five bodies will be built at the Thornycroft works at Shanghai and another five by the company's local workmen. They will be the largest buses in the service, being capable of seating 35 people, with ten first class seats and 25 second class. The chassis are expected to arrive in July and it is hoped to put the buses into operation during the same month. These super-buses will replace ten Fords and only eight of that make will then remain. In addition the company will later order more 20-seater buses, the make of which, however, has not yet been decided upon.

China Bus Company.

Other new buses that have been ordered by the China Motor Bus Company are ten 24-seaters, "A 2" low-loading passenger chassis, also of Thornycroft manufacture. This company has already two buses of this design and five others operating in Kowloon which have proved a great boon to the travelling public. It is expected that the new vehicles will be in operation before the end of the year. The company has a total of 29 buses, seven being Thornycrofts, two Morris, one Vulcan, three Leylands and 16 Fords. The new vehicles will more than equalise the carrying capacity of the present number of Fords which will probably be taken off the roads when the new machines are put on the run.

Public Appreciation.

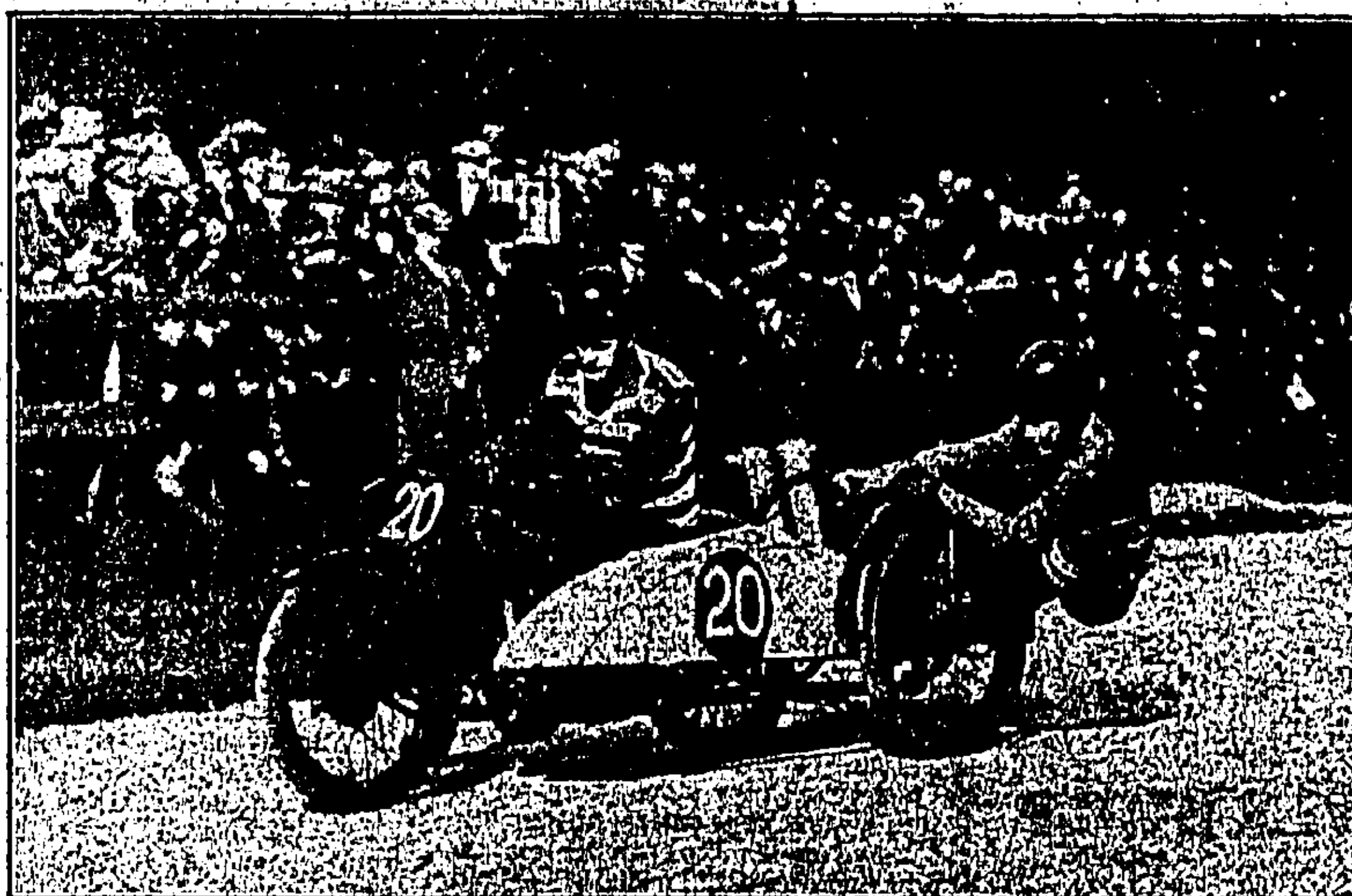
Enquiries have revealed the fact that the re-organisation of the bus services, has proved of benefit to the Companies as well as to the general travelling public. The latter have appreciated the comfort and reliability that the Companies have provided in the latest types of buses while the Companies themselves find that a schedule time-table can be effectively put into operation. The Kowloon Bus Company, which catered for people going to Tai Wan bathing beach last summer, is considering similar arrangements for the coming season from the beginning of May until October. It is hoped to be able to offer all-day services during week-ends and, when possible, during ordinary week-days also.

The Kai Tak Company has now no Ford buses on the roads, their service being maintained solely by the latest types of British buses manufactured by the Dennis Company. The company's service is sustained by four 28-seater and ten 20-seater buses.

6-Wheeler Bus.

Improvements are also being effected in the bus services operated in the New Territories by the Chung Mei and Nam Hing Companies. The former company snapped up an opportunity of purchasing a Morris six-wheeler chassis and a body is at present in the course of construction locally. The chassis was recently tested on the roughest parts of the reclamation at Shamshui and was found to be entirely satisfactory. When ready for service, which will be shortly, this rather unusual bus will be used by the company to augment the service from Mongkok to Un Loong Market, a distance of about half-way round the territories. It will

MOTOR CYCLE RACING THRILLS.



A passenger's perilous angle when taking a bend in the recent motor-cycle race for the Coventry Cup on Crystal Palace road track.

BIG SALES AT HOME.

A Pre-Easter Boom.

London, Mar. 18.

The coming Easter will be Britain's record mechanised holiday, says the motoring expert of the *Daily News*. Since the new year sales have been astonishing, and if they continue at the present rate there will be at least 37,000 new cars and motor cycles licensed by Good Friday.

The motor trade will have taken £7,500,000 since January 1, resulting in approximately 1,400,000 cars and motor cycles, apart from carriages, using the roads. This will average eight motor vehicles to every mile of British roads.

All records have been broken by London sales in the first 10 weeks of this year, three London firms alone selling a thousand cars a week. Another agent sold £5,000 worth of cars a day during the first 10 days of March, and a third sold 139 used cars at the rate of one in every 20 seconds.

More Roll-Royces have been sold this year at Birmingham than in the whole of 1927, many buyers purchasing a chassis on which they place special bodies.

Other firms possessing famous names are flooded with orders, which they are delivering at the rate of 4,000 a week. Hillmans report that sales are 100 per cent. over those of 1927, Morris 40 per cent., Austins 60 per cent., Sunbeams 50 per cent., while Singers are 2,000 above the sales in the first quarter of last year.

carry 20 passengers, with eight first class seats and twelve second class. Special clearance is being allowed in the construction of the body to give free movement to the springing which has a greater range than on an ordinary vehicle. Owing to the fact that the weight is distributed among more wheels this bus will cause less road wear than an ordinary four-wheeler.

Two Morris Chassis.

For the purpose of augmenting their bus service from Fanling to Shatukok, owing to the increased demand for travelling accommodation consequent on the branch railway line ceasing to operate from April 1, the Nam Hing Company has ordered two new Morris chassis, each designed to carry 20 persons. One of the chassis has already arrived and the other is expected shortly. Local bodies are being built and as soon as these are completed the buses will be put on the run.

FROM TOKYO TO OSAKA.

Record Run by Ford Cars.

The following is a translation of an article which appeared in the *Osaka Jiji* on March 17th:—

The two New Model Ford Cars which started out on the non-stop automobile run along the Tokaido from in front of the offices of the *Tokyo Jiji* on the 16th instant at 2.00 and 2.30 p.m. respectively amidst a hearty send-off by the staff of the *Jiji* as well as the Ford Motor Company safely arrived in front of the offices of the *Osaka Jiji* at 4.15 and 5.25 a.m. yesterday.

The cars, which were driven by expert drivers and which also carried officials of the War and Home Offices for the purpose of having them carry out a practical test regarding the durability of the new Ford cars, put on increased speed as soon as they came to the Tokaido highway, and then shortened the time for the traversing of the precipitous roads of the Hakone mountains by 30 minutes. Numadzu was passed already by dusk, and it was not quite 11.00 p.m. when the cars sped past Nagoya far ahead of the scheduled hour, with the result that all those who had been making preparations to welcome the cars heard too late that they had passed through the city at a surprising speed. Plans had also been made by the cities of Kyoto and Osaka to welcome the cars forthcoming in the non-stop run, but the said plans were rendered futile as the New Ford Cars which came from Tokyo reached Kyoto shortly after 3.00 a.m. or more than 10 hours' ahead of schedule.

A Record.

Immediately upon the arrival of the said two new Ford cars in front of our offices amidst a hearty welcome which was given to them by numerous staff members who stayed-up all night in order to await their arrival, the cars were carefully inspected and a survey made of the various records, after which the cars were drunk in the Reception Room of the *Osaka Jiji*. The running time was found to be 12 hours, 2 minutes, which is an unprecedented record in the annals of the history of automobiles in Japan. After a brief rest a procession of automobiles started out at 9.00 a.m. from the newspaper offices with an automobile of the *Jiji* at the head and followed by the two New Ford Cars which accomplished the miraculous non-stop run, with over a dozen cars behind them. The procession first

A "COOL" REQUEST.

Two Danish Optimists.

There are probably no people in the world who are recipients of more astonishing requests than some prominent English motor-cycle manufacturers. A common thing is for some person absolutely unknown to the manufacturer concerned to write and ask for the loan of a few machines in order that he may undertake a tour round the world, or a trip from Cape to Cairo or from Jerusalem to Jericho, or some such exploit. A typical example is a letter recently received by Messrs. H. Collier and Sons, Ltd., of Plumstead, England, the manufacturers of "Matchless" Motor-cycles. Here is the letter, which came from Denmark, printed exactly as it was received by the "Matchless" people:—

26th January, 1928.

Than my friend and I to the 20th May 1928 will take a stroll the world around on Motorcycle, we herewith ask you about your firm could think that give us Two Matchless Motorcycles now and we will so buy them when we come back from the stroll with will take ca. one year, than we shall have all they money as we can get now, to take the stroll for. Your firm should so have full regret over ours Name, under the stroll.

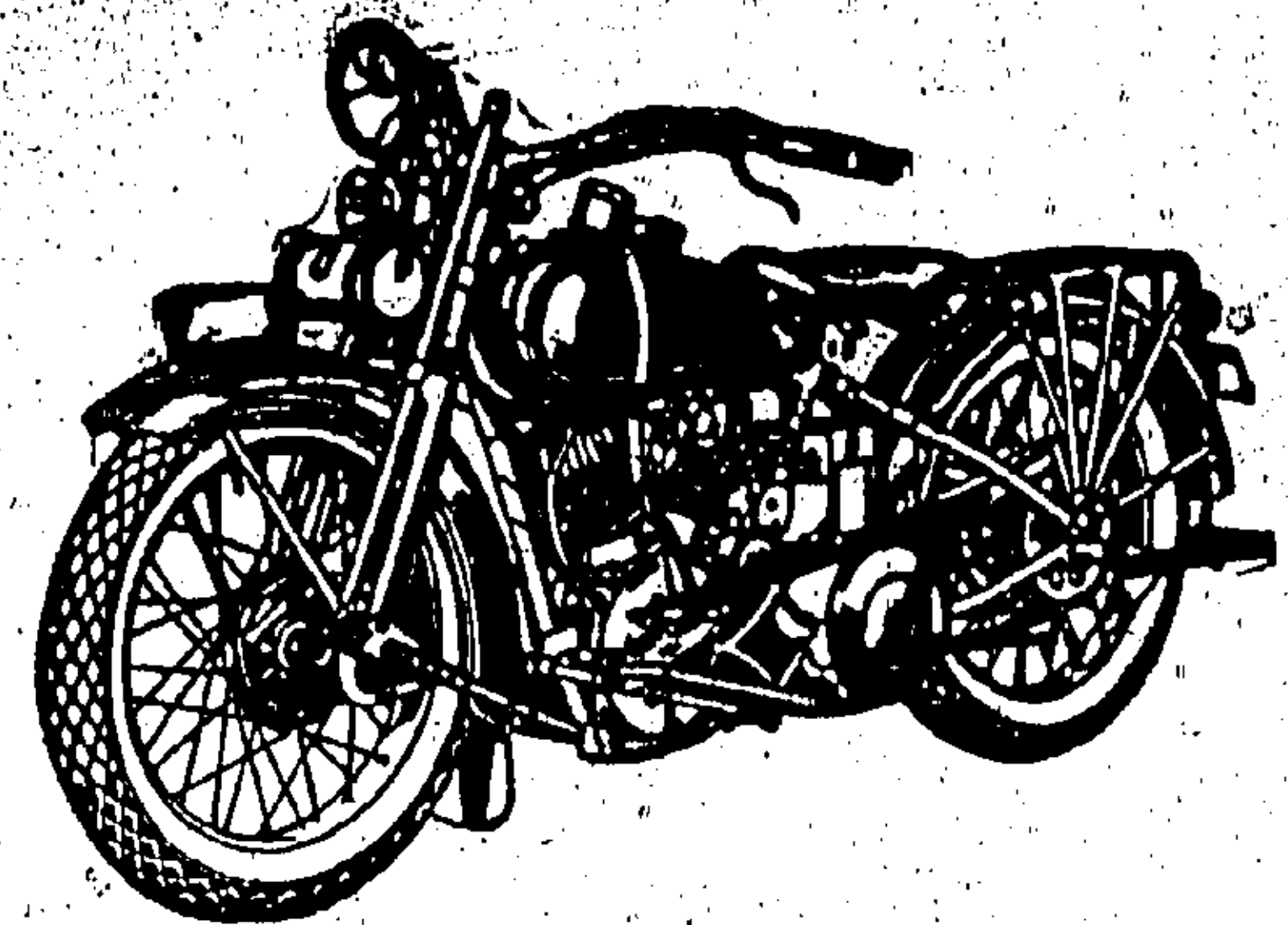
We have from a danish firm got Rings to the machines to the whole stroll and from a danish news we also shall give references about the stroll, so that we have money under way.

We know that the Matchless machine is very fine that we have heard that it have take a stroll Odense-Kobenhavn without that shift Gear, and we are sure that these machines can take also these stroll.

We wait that hear from you if it have you interest, and we shall so enell we have heart from you come with references about the stroll and about ourself.

In that we beg you excuse me that our english not in quite right we remain dear sirs,—Yours truly.

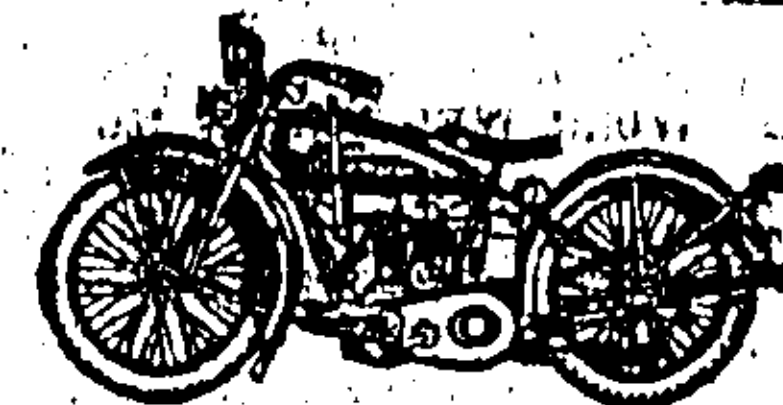
Needless to say the enterprising gentlemen were not supplied with two "Matchless" Motor-cycles for their "stroll the world around."



NEW SHIPMENT OF THE FAMOUS
Harley-Davidson Cycles 1928 Models
JUST RECEIVED. BOOK YOURS NOW.

We have also 4 Harley Singles, O.H.V., Twin Port, coming. Due here April 29th per S. S. President McKinley.

Two Reserved. Book your order early to avoid disappointment.



THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

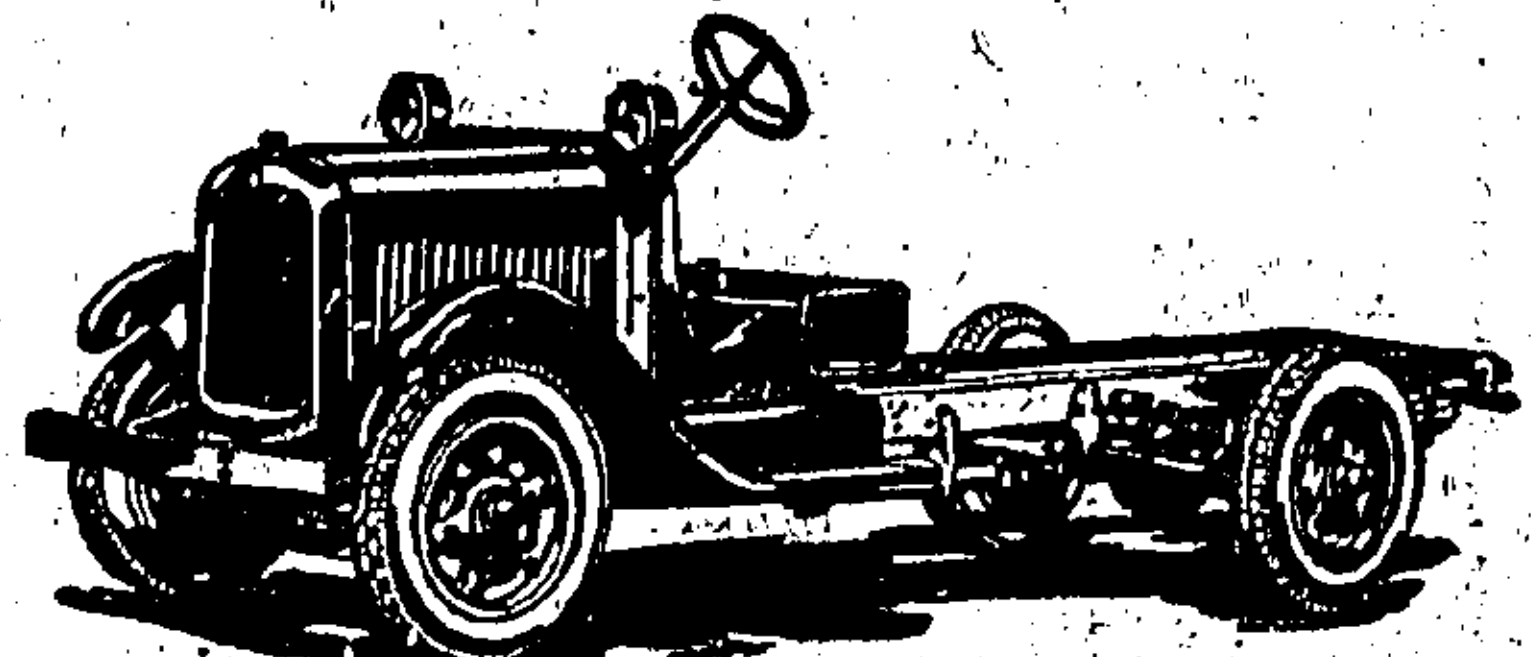
Tel. K. 1242

2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

GENERAL MOTORS (G.M.C.) TRUCKS.



Type T-50 Trucks are powered with the famous Buick Master Six valve-in-head motor—six 3½" by 4¾" cylinders—274 cubic inches piston displacement—R. A. C. Rating 29.40 H.P.—develops 61 H.P. at 2,000 R.P.M.—77 H.P. at 2,800 R.P.M.—20" wheels—34 x 4 Solid Tyres on the front wheels, 37 x 7 Solid Tyres on the Rear Wheels—Pneumatic Tyres optional at extra cost—four-wheel brakes—605 square inches braking area. These Model T-50 Trucks have a maximum payload capacity of 6,000 pounds and are available in the following chassis models:

T-50-T Tractor 123" wheelbase	G.42,435
T-50-A chassis 136" wheelbase	2,380
T-50-B chassis 150" wheelbase	2,405
T-50-C chassis 162" wheelbase	2,420
T-50-D chassis 175" wheelbase	2,500
T-50-E chassis 188" wheelbase	2,550

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice. General Motors Trucks are supreme in flexibility and in endurance. Equally remarkable are the low prices which are only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) chassis are available in payload capacities ranging from 1,000 to 20,000 pounds—"A Truck for Every Purpose and Purpose."

The Dragon Motor Car Co., Ltd.

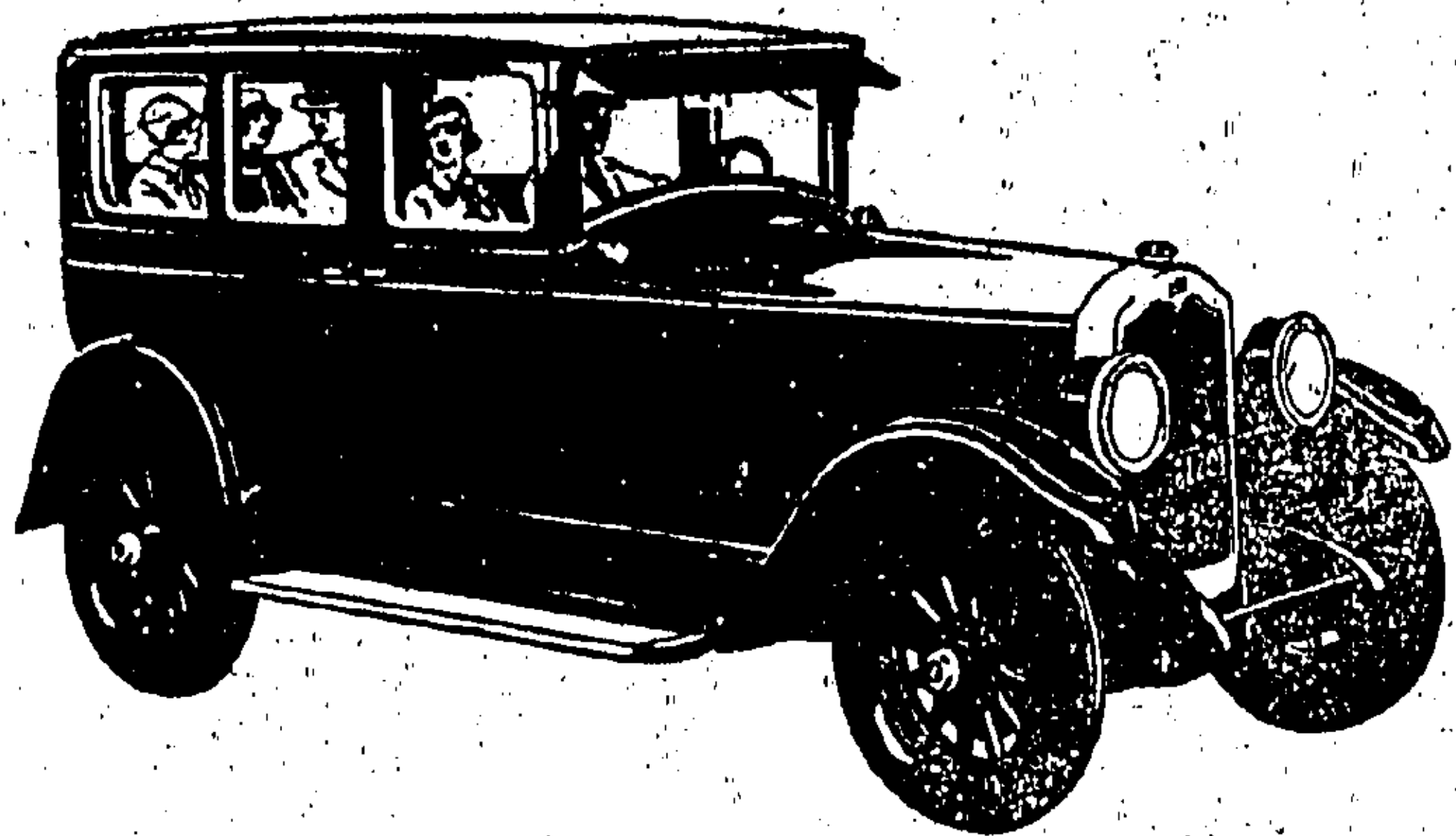
Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD.

HAPPY VALLEY.

[WHEN BETTER AUTOMOBILES ARE BUILT
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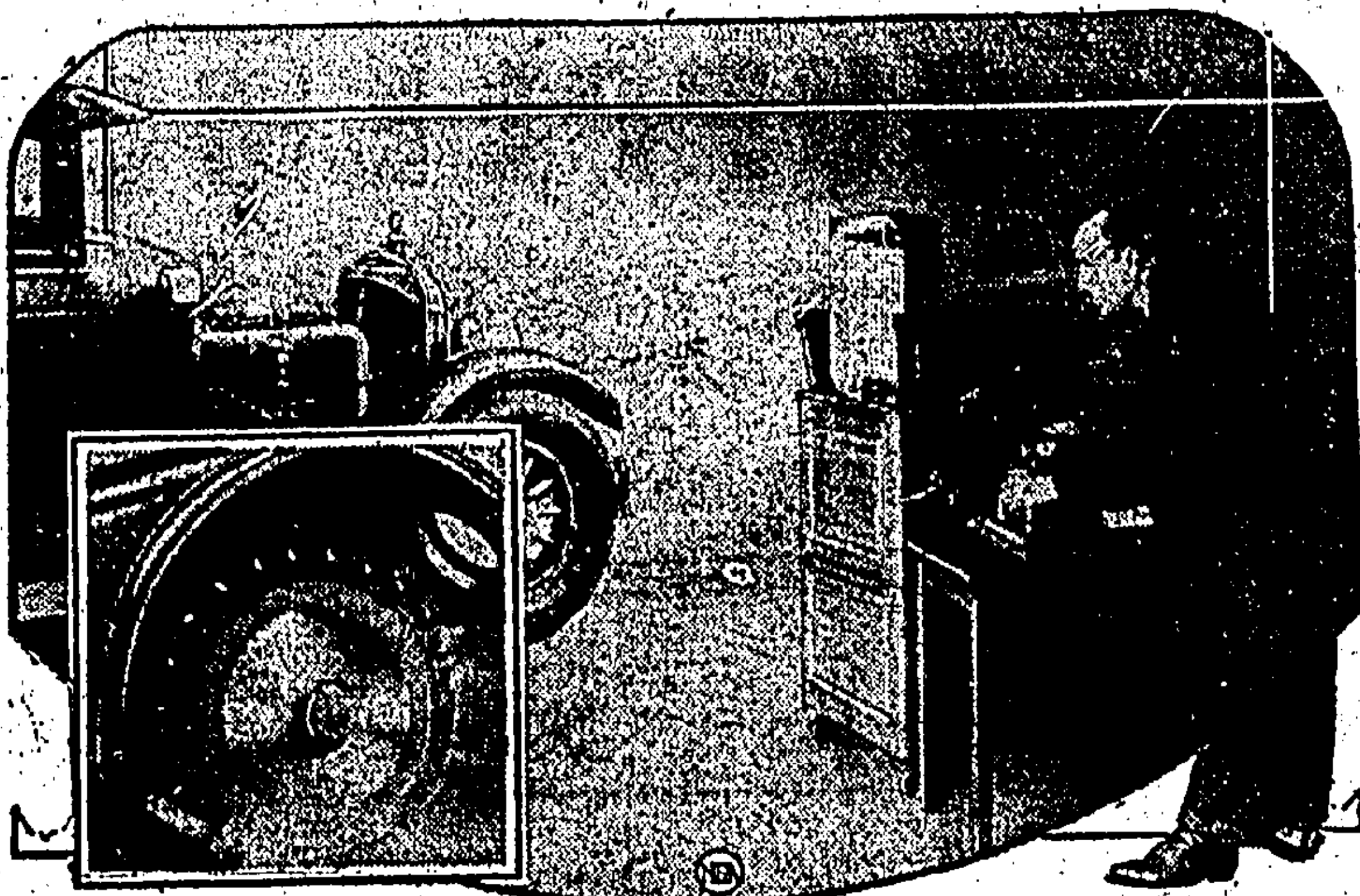
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INGENIOUS TESTING DEVICE.

Moving Parts Appear Motionless.



The "stroborama" applied to an automobile engine. Inset shows its effect on a "Pelton wheel," a water wheel made to revolve by a strong jet of water. Although the wheel was actually revolving 5,000 times a minute, it appeared motionless enough to take a three-minute exposure for this photograph!

A simple, flashing device called a "stroboscope," has enabled automotive engineers to study the action of fast-moving parts as though they were standing still.

But the weak light and limited extent of its field handicapped the observers in the study of several moving parts in relation to one another—all the valves of an engine, the entire camshaft, motion of pistons in all the cylinders, and so on.

Now, however, a modern adaptation of the stroboscope comes into play, and all previous disadvantages are eliminated. The engineers may now view an entire engine, even an entire automobile, jacked up on its rear wheels and moving at a rapid speed, as though it were standing still.

The new device, called the "stroborama," is an importation from France and is being exhibited in America by the firm of Musa-Hartzell-Ducasse of New York City.

Fundamentally, the stroborama is nothing more than a stroboscope. It is based on a method adapted to the observation of moving mechanisms, making them appear stationary or moving at very slow speed in order to study them while in motion.

The Eye Is Deceived.

This phenomenon is obtained by means of a flashing neon light, synchronized with the moving part so as to give a very short glimpse of it every time the part comes to the same position in its cycle.

These glimpses are so fast and frequent that they deceive the eye into retaining a persistent vision of the apparatus in a single position.

Heretofore, these observations had to be made in dark rooms and over small areas. With the aid of the stroborama, however, an entire panoramic view can be obtained at once due to the powerful light thrown by the new instrument. Since this carries its own synchronizing apparatus, it can be applied quickly to the study of any mechanism.

The trouble of hooking it up with the parts under observation.

The stroborama produces an illumination of 1,000 candle power, produced by a current of 15,000 volts, and controlled as perfectly as the stroboscope by means of a mechanical contact breaker.

Many Uses Possible.

The application of this instrument is believed to be limitless. In the automotive field, it covers every study of moving parts, and is expected to result in more certain knowledge and consequent improvement of the entire automobile.

"The stroborama is a marvellous instrument of research for the slow-motion study of all sorts of engines while operating under actual working conditions," explained D. W. Hartzell when he showed the apparatus recently to members of the Society of Automobile Engineers.

"Faulty operation of a moving part may be easily seen," he adds, and includes "bouncing of valves, fluttering of valve lifters, jumping of valve lifters away from the cam profile, vibrations and surging of valve springs. The 16 valve springs of an L head straight eight engine can be illuminated at once and their actions compared."

Flexion of the connecting rod and of crankshaft, end motion of the bearings, flow of lubricating oil and even the projection of the oil can be observed.

Can Compare Springs.

"For the manufacture of wire springs and especially of valve springs," says Hartzell, "the stroborama is invaluable, because it permits comparative observations of as many as 20 springs of slightly different specifications, mounted side by side and all actuated in perfect phase by a master mechanism."

"In a test of shimmy, the stroborama can illuminate the whole car at once and allow simultaneous observation of all parts from any angle."

In one of his demonstrations before the S. A. E. at Detroit, Hartzell posted a newspaper clipping on a propeller blade. While the blade was revolving at 2,000 revolutions a minute, and the stroborama applied, it appeared to be standing so still that the clipping could be read with ease.

TRAFFIC IN LONDON.

Problems of the Rush Hour.

Lord Ashfield gave more details recently of the striking growth of London passenger traffic when, at the annual meeting of the Underground Electric Railways Company.

The trains and omnibuses belonging to the companies, Lord Ashfield stated ran 225,000,000 car miles, or 10 per cent. more than during the previous year. The shareholders were doubtless glad to hear that this 10 per cent. increase only called for a 2½ per cent. increase in operating expenditure.

Lord Ashfield, referring to the "peaks and valleys" caused by the fluctuating numbers of passengers carried, said that he was not considering the fluctuations at different times of the day, but between different days of the week.

On the railways the best day of the week was Wednesday the subsequent order being Saturday, Friday, Thursday, Monday, and Tuesday. On the omnibuses, on the other hand, Saturday was the most popular day ("the pleasure seeker is essentially an omnibus passenger"), after which the order was Wednesday, Friday, Thursday, Monday, and Tuesday.

On an average Wednesday the trains carried 1,055,185 passengers, Tuesday having only 920,295. An average of 5,338,971 passengers were carried on omnibuses on Saturdays, but Tuesday's numbers were 4,550,779.

London has approved of the covered top omnibus. After an experimental vehicle had been in commission, Lord Ashfield stated, the views of the public were so conclusive that now practically every "N. S." type of omnibus had been converted to the covered top.

All-Weather Vehicle.

"The reason for its success is not hard to find," he said. "It does away with some of the difficulties experienced in transporting omnibus passengers during the 'rush' hours in inclement weather. The number of seats actually used in an open top omnibus is reduced by wet weather to less than half the total seating capacity of the vehicle, with the result that further passengers are driven to use the Underground and Tube railways at a time when those systems are already heavily taxed. The all-weather road vehicle will tend gradually to eliminate climatic conditions as a factor determining the popularity of the different forms of transport."

The tramways undertakings of the associated companies carried 180,000,000 passengers during the year.

Reference was again made by Lord Ashfield to the proposed coordination of London's traffic facilities. Competition in these services, Lord Ashfield said, served no useful purpose.

"It is important to distinguish between a supply of goods and a supply of service. If the goods are not sold they still remain. If the service is not used it is wasted and nothing remains. All wasted service means cost. This cost must be paid in the long run in increased fares...."

SPEEDING TAKES LIVES.

Results of a survey taken by the National Safety Council in America show that 11 per cent. of the total number of motor accidents last year were due to "stepping on the gas."

SAFETY FOR STARS.

Douglas Fairbanks, Mary Pickford and Bebe Daniels have purchased the safety Triplex glass for their automobiles as added insurance against marring their facial beauty.

CONFISCATION ILLEGAL.

Confiscation of an automobile, after it has been seized in connection with transporting liquor and the driver found guilty, is illegal according to a ruling of the United States Supreme Court.

TURNS IN OWN LENGTH.

An automobile especially adapted to Paris traffic turns in its own length. This is done by means of wheels that turn at a sharp angle so that the car can be wheeled around without backing.

BIG BUS TRAFFIC.

Ninety-three motor coach lines in Illinois are operating nearly 1,500 motor buses. Last year, motor buses of Illinois travelled nearly 30,000,000 miles, carrying 83,000,000 passengers.

MILLIONS FOR GARAGES.

In the last ten years, \$45,000,000 Philadelphia's money went into the construction of public garages. This amount does not include the amount invested in private garages.

CLEAN MUFFLER.

The muffler of a car should be cleaned occasionally. Carbon cakes on the plates or tubes, and restricts the expulsion of gas, causing back pressure.

TO MEET IN ROME.

Signor Mussolini has invited the Fifth World Motor Transport Congress to meet in Rome next September. The invitation has been accepted.

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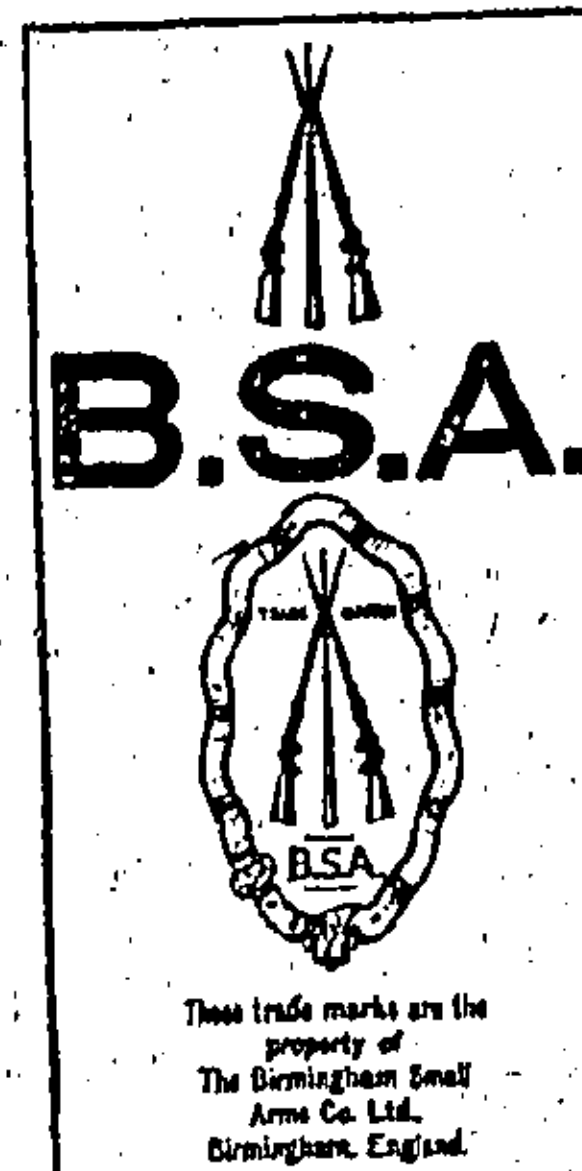
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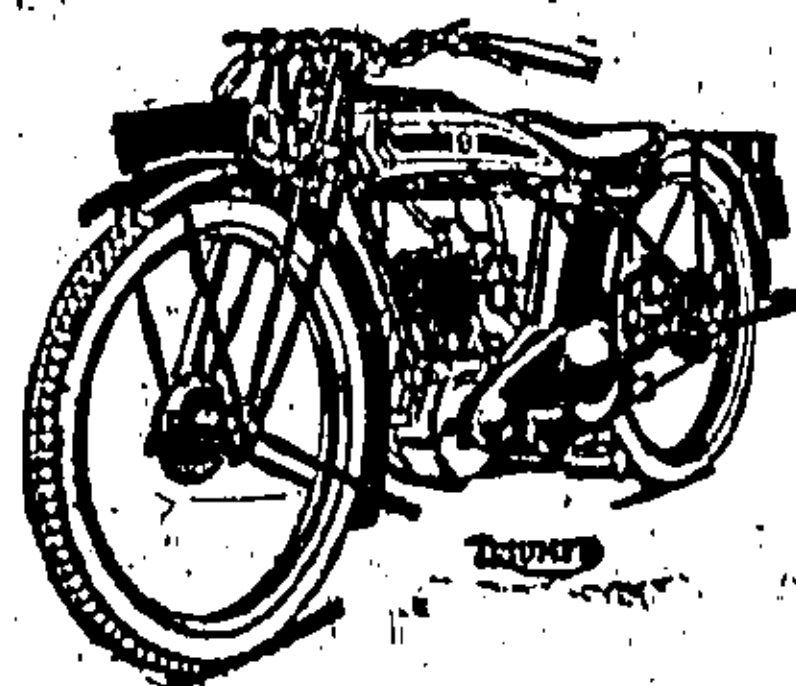
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"ETHYL IS HERE."

The New Motor Spirit
Discussed.

A new motor spirit, called Ethyl, which has been used for some years in the United States, has recently made its appearance in this country. It is the subject of much discussion, and notices can be seen in many of our papers announcing that "Ethyl is Here." In private, in circles where men of science and medicine gather together, the arrival of this new product is the subject of much discussion, sometimes strongly expressed. The special feature of Ethyl is that it contains as a component small quantities of a chemical substance known as lead tetraethyl; and the uneasiness relates to the question of whether the widespread use of this product may not entail a serious danger of that most horrible and insidious disease, lead poisoning. Undoubtedly on this point, while it has been freely expressed in private as we have said, has not hitherto found much reflection in the public Press. This week, however, the *Times* (February 22nd) contains a letter from Sir William Pope, Professor of Chemistry at Cambridge, which will, we trust, serve to direct attention seriously to the matter.

"Pharmacological evidence," writes Sir William Pope, "has been published which proves conclusively that lead tetraethyl is absorbed from its dilute petrol solutions by animals through the skin and by the lungs. A garage hand who continually wets his skin with such a liquid, splashes it on his clothes, eats his food without scrupulous attention to cleanliness, or breathes an atmosphere tainted with the vapour, must thus be liable to contract lead poisoning; careless engine cleaners or repairs will incur a similar liability. Naturally those who adopt the necessary precautions can use this petrol without risk, but it is notorious that a certain proportion of those who will handle this material will not take the precautions. As time goes on the careless will tend to relax such precautions as they may be induced to take, and it is known that the fatal effects of continually absorbing small doses of lead may take a number of years to develop."

Serious Warning.

Sir William Pope is not a man to raise an unnecessary "alarm," and such a warning, coming with the weight of his authority, must be taken seriously. The danger which he indicates, if it will be observed, is not a new one. There is, first, the risk to garage attendants. Can anyone familiar with the conditions under which they work, dismiss this risk lightly in face of Sir William Pope's remarks? But there would also appear to be some risk, though a less considerable one, to the car-driver, whether chauffeur or owner-driver, who is in the habit of cleaning his own engine or doing minor repairs. In both cases, it is important to bear in mind the slow, insidious nature of lead poisoning. The danger is not one of deleterious consequences which are immediately apparent, but one of the cumulative effects of absorbing small doses of lead into the system over a period of years. There lies before us, as we write, a recent publication of the International Labour Office, entitled "White Lead," surveying the different questions of the use of white lead in the painting industry. We find there the following passage:

"Lead is all the more dangerous by reason of the fact that its action accompanied by no kind warning—it is a dog which bites without barking. The destruction of the system takes place very gradually without the possibility of any violent crisis acting as a warning to the worker. How many workers consider themselves as healthy and believe that they have escaped the risk of contact with white lead, and at the same time show numerous punctate basophils in the red corpuscles of even fall victims to colic shortly thereafter?"

This consideration must be borne in mind in weighing the fact, which is reassuring so far as it goes, that in the United States the possible dangers of the use of ethyl were the subject of an investigation by a committee of the Public Health Service, and that the sale of ethyl, which prohibited pending that investigation, has subsequently been allowed. Sir William Pope states in his letter to the *Times* that the report of this Committee "is necessarily preliminary in character and is framed in guarded terms; it may be summarized by one of its phrases: 'No positive evidence could be obtained of harmful effects attributable to the use of ethyl gasoline,' and it concludes by 'urging strongly that suitable appropriation be requested from Congress for the continuance of these investigations.'"

Official Investigation Wanted. In view of the short time that has elapsed since ethyl was first used, the absence of "positive evidence" of harmful effects seems far from conclusive. Moreover,

while the United States has deliberately allowed the sale of ethyl, Switzerland has forbidden it. Altogether, therefore, there would appear to be sufficient *prima facie* grounds for uneasiness to constitute an overwhelming case for an official investigation in Great Britain.

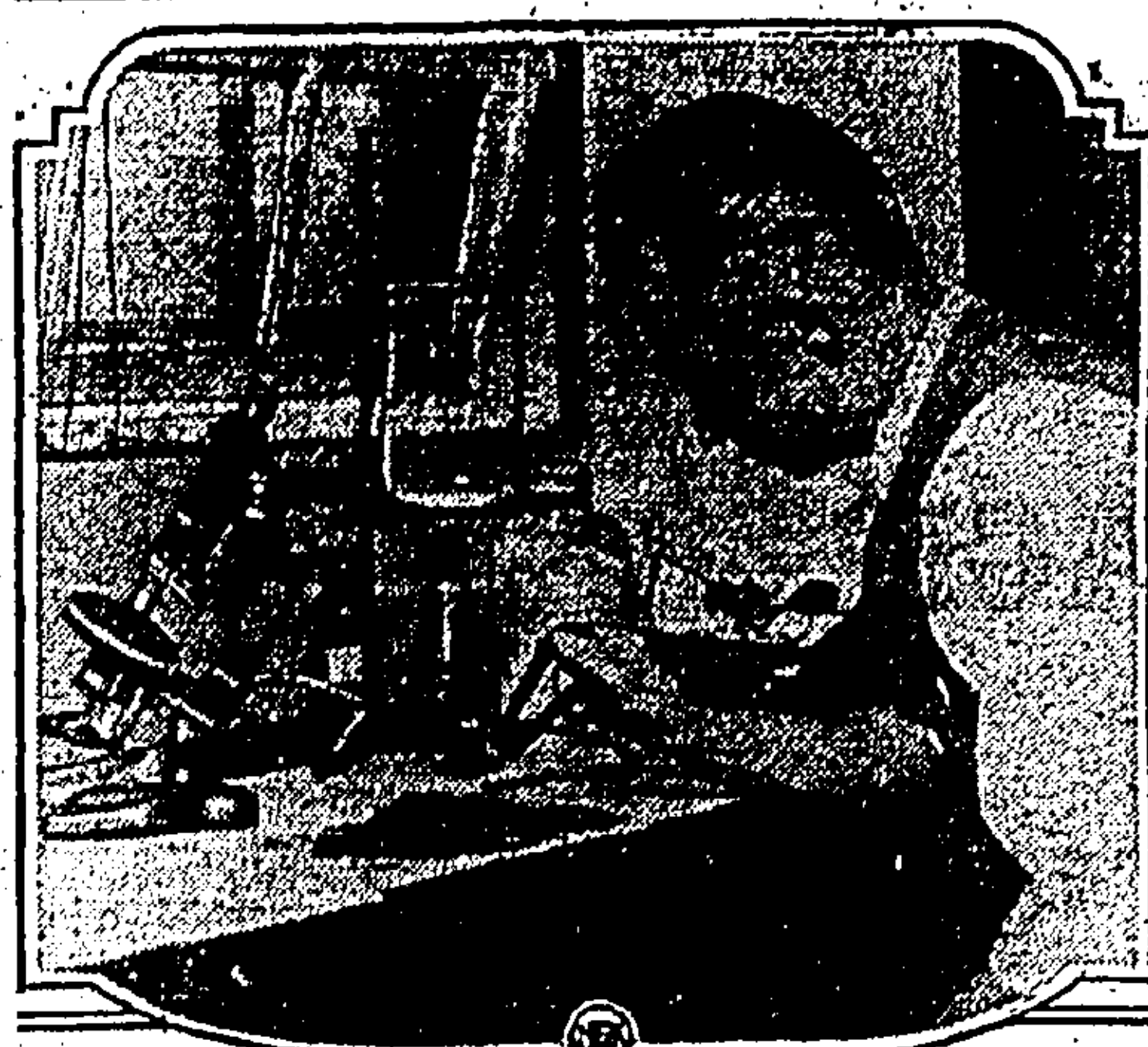
"At the present time," writes Sir William Pope, "elaborate regulations are in force for the purpose of protecting a comparatively small number of painters, pottery glazers, and the like from the hazards of lead poisoning; it thus seems the more remarkable that lead tetraethyl can suddenly be placed in the hands of hundreds of thousands of users without an exhaustive official examination under the auspices of the Ministry of Health or the Home Office, and without the imposition of special official regulations governing its sale and use."

While no official cognizance has as yet, apparently, been taken of the matter, it is the subject of various unofficial investigations. The *Daily Mail* announced some weeks ago that it was conducting a "comprehensive test of ethyl" in the interest of motorists and the general public. It has already published an interim report from its Motoring Correspondent on the advantages of ethyl from the point of view of the smooth running of a car. It appears that cars pick up speed better on ethyl than on ordinary petrol; engines are not so inclined to "pink" when subjected to a strain, and they run more softly at high speeds. We have not yet had the report of the "doctor," who, the *Daily Mail* informs its readers, "is in charge of the medical side of the test." Last week, however, the *Daily Mail* published a letter from the Director of the Research Association of British Motor and Allied Manufacturers which contained some interesting information. The used oil of a car which had run 1,738 miles on ethyl was examined and was found to contain some 7 grams of lead. The *Daily Mail* promises shortly "a similar analysis regarding the exhaust gases, and later, when the two motor-cars and the air-cooled motor-cycle have completed their road trials, it will be possible to state the amount of lead found in the interior of the engines."

Now we do not doubt that it will be very useful to have this information, or that the *Daily Mail* is performing a real public service in organizing these researches. But the matter is not one which ought to be left to the investigations of either the *Daily Mail* or the Research Association of British Motor and Allied Manufacturers. There is, as Sir William Pope justly observes, something incongruous and startling in the contrast between the elaborate official concern which is paid to the use of lead paints and the official unconcern with the possible dangers of this new variety of petrol. The use of white lead has been, during these last few years, the subject of an International Convention, of a British Act of Parliament, of the resignation of Sir Thomas Legge from his position of Secretary of the Inspector of Factories because this Act did not sufficiently carry out the provisions of the International Convention, of propaganda and counter-propaganda, and of a considerable literature. Such is the measure of the public concern with the danger of lead poisoning, when it takes a form which affects only a limited number of people. When responsible men of science allege that the use of ethyl may entail a similar danger, more wide-reaching and "more insidious" in form, a sense of proportion must surely support the demand for an investigation. We do not profess to be able to assess the technical merits of the matter. It may prove, despite Sir William Pope's apprehensions, that the risk of lead poisoning is negligible, and that the use of ethyl may safely be allowed without any special regulation. Or it may prove possible to devise special regulations, the observance of which will eliminate what risk there is. But we have no doubt whatever that there ought to be the "exhaustive official examination" for which Sir William Pope calls.

The Automobile Association is endeavouring on behalf of British visitors to Belgium, to obtain exemption from taxes on motor cars and motor cycles. The matter has been placed officially before the Belgian Government for their sympathetic consideration.

LOOK TO THE OIL FILTER.



Mr. C. W. McKinley, research engineer of the AC Spark Plug Company at Flint, Mich., is shown picking up with a magnet the abrasive material taken from an oil filter.

Flint, Mich., Mar. 23.—Ten thousand miles of driving produced a pint of abrasive material out of the oil!

This is the discovery made here by research engineers of the AC Spark Plug Company.

Several cloth oil filter units were taken from automobiles that had gone an average of 10,000 miles. After these had been burned, the residue was found to contain iron particles and sand of such highly abrasive nature that it was used as

an effective knife sharpener.

These abrasives were trapped by the oil filters before they could have done any damage to the cylinders, pistons and other internal parts of the engine. But the engineers warn that the oil filter must be tested every 5,000 miles and the filtering unit renewed when it becomes so filled with foreign matter as to impair its functioning.

This usually is necessary after about 10,000 miles, say the engineers.

Worn-Out Oil—The Sword of
Damocles of Every Motor

Damocles, beneath a naked sword, suspended by a single hair, was safer than your motor car if it is lubricated with old, worn-out oil. Damocles' sword was threatened danger—the destroying dangers of impure oils are only too certain.

Any oil used for 1,000 miles becomes diluted with benzine and water; contaminated with dust, carbon and steel. Thinned-out oil is weak and watery—does not protect against friction. Oil laden with foreign materials wears out bearings, cylinders and pistons—shortens the life of your entire machine.



You don't see the wear. You don't see the loss of power. But many a shiny car running around is far along the path of old age because of broken-down lubrication.

To remove the dangers of long-used engine oils, regular crankcase draining is recommended by every automobile manufacturer. Is your motor car going to give efficient, powerful service for two years?—or three?—or five? Watch the miles on your speedometer. Change oil every 1,000 miles. Refill with Gargoyle Mobiloil.

VACUUM OIL COMPANY

ACROSS EUROPE.

Another motor route, pioneered by a Studebaker car was reported recently to Studebaker headquarters in South Bend, Ind., U.S.A., when word was received from Paris that a Studebaker Director sedan had successfully completed a trip from Salonika, Greece, to Paris and return. The drive signaled the first round trip ever made by motor car between the two cities, which are 1874 miles apart by the most direct rail connections.

Raoul Torres, a manufacturer of Salonika, and Robert M. Assael, Studebaker dealer there, were the drivers. As may well be imagined, they encountered every type of road condition, from good to indescribably bad. The initial stages of the trip through Central Europe were particularly trying, they reported, though the excess power and rugged strength of their car brought them through without the need for repairs or adjustments.

WHAT CONGESTION COSTS.

Philadelphia, Mar. 14.—"Super-highways" suggested by Col. Samuel P. Wetherill, Jr., president of the Regional Planning Federation, would save motorists some \$400,000 a day.

At present, traffic congestion in eastern Pennsylvania, southern New Jersey and northern Delaware is costing motorists just that amount, he says.

According to Wetherill, these "super-highways" would relieve this congestion.

"Ways and means of getting past Philadelphia, Wilmington, Chester, Camden, Trenton and other principal cities of the region, without going through their congested centres, and of getting from one part of the suburban territory to another without going into these cities and out again, form one of the most urgent matters for the consideration of not only the commercial interests, but of every resident of the district," he explains.

SECOND-HAND CARS.

The news that used car shows are to be held in London and Birmingham this season is of the utmost importance to the prospective purchaser whose means are somewhat limited. I am a great believer in second-hand purchase under suitable conditions, says a Home writer. Under the stress of necessity the trade has enormously improved its methods of handling second-hand cars, until nowadays you can buy cars from dealers of repute under just as safe guarantee perhaps as in practice—as you can buy a new car.

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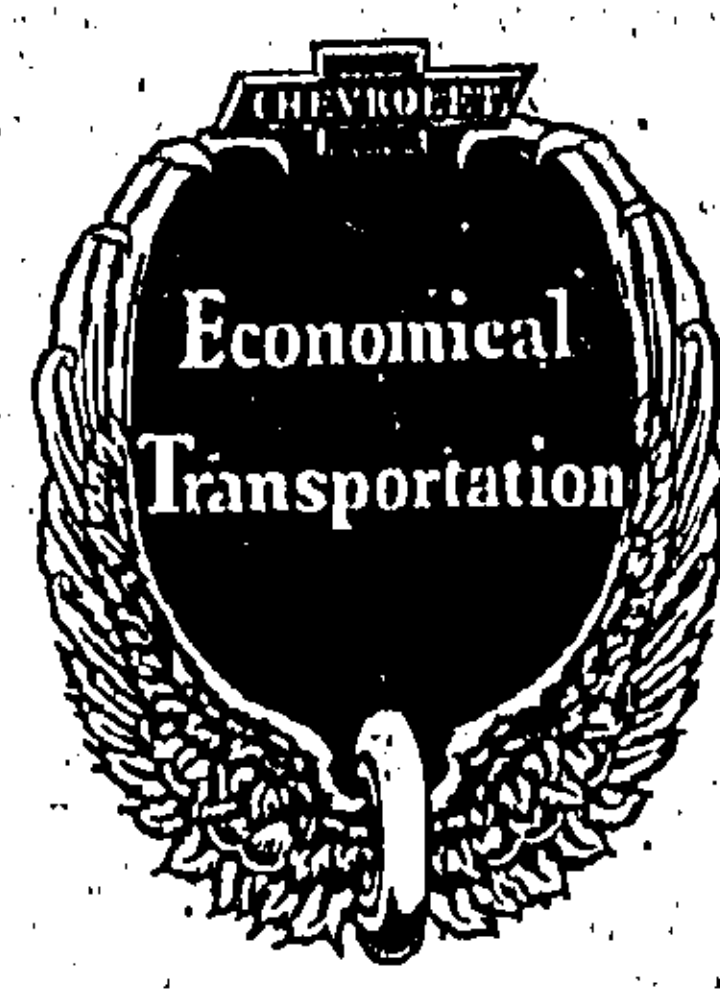
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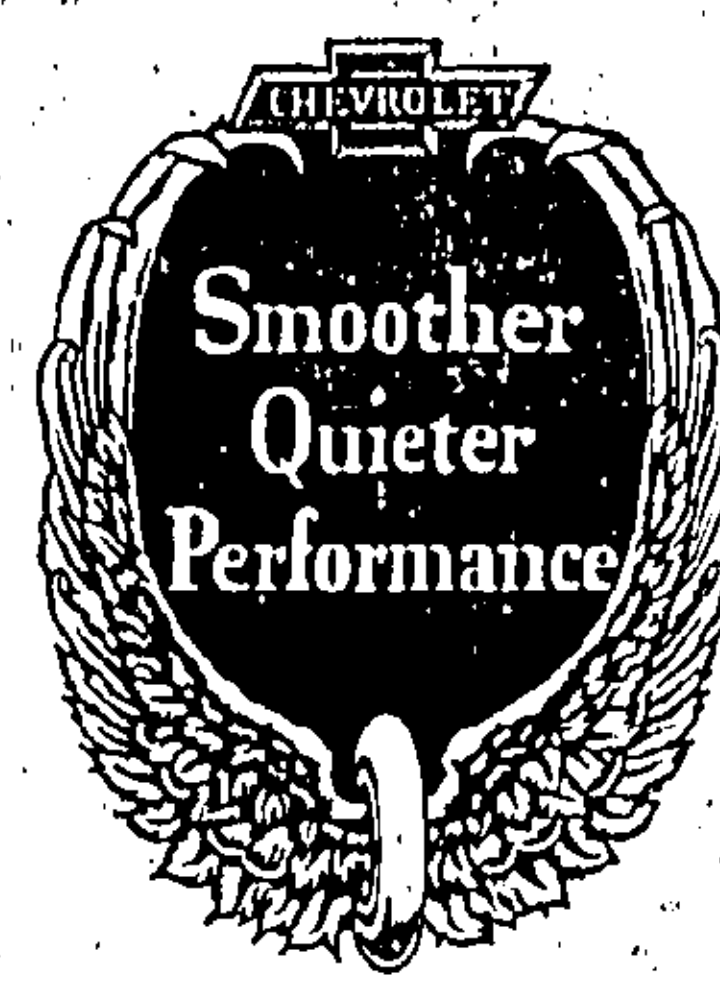
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THE NEW CHEVROLET IS HERE

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Comparison of the new 1928 Chevrolet line with other makes in its price class at the New York Automobile Show brings out two salient points.

The increase of four inches in wheel-base has enabled the Fisher Body engineers to obtain a much better appearance between the height and length of the car. The new Fisher closed bodies are roomier, wider doors make it easier to get in and out of the car, and new beautiful upholstery material blends with a really beautiful Duco finish. The Sedan body is approximately three inches longer and the Coach five inches longer. The rear end of the Sedan, Coach, Landau and Coupe has been rounded off to improve the appearance. The Fisher V. V. windshield has been placed in the Cabriolet and Landau, and all have new and very attractive colours.

Inside, the bodies have greatly increased leg room and greater comfort. All the body fittings, regulators, remote door controls and locks have been improved in appearance and given a luxurious touch. The cars are low with no sacrifice of road clearance, and the lines are continuous and pleasing, with no break in the line from radiator to tail light. They have a rich, substantial beauty and good taste throughout. With real beauty, every convenience and comfort feature that can be desired, plus performance that will match many much higher priced cars, they offer exceptional value.

Chevrolet competitive position by comparison is unquestionably stronger than ever. Only the best resources of General Motors and the mammoth Chevrolet manufacturing facilities could make possible so dependable, so modern a car at such low prices. The many manufacturing advantages of the Chevrolet Motor Company that are absolutely unique in the low price car field are fully realized in the new models. The savings made as a result of these unique advantages is passed on to the public, offering the greatest dollar for dollar value in the history of the motor car industry, and providing a car with a lower passenger mile cost than any other car in the world—regardless of size or price.

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VAUXHALL CO.'S NEW CAR.

Speed Without Noise.

An entirely new car of which I had an interesting trial a short time ago is (writes Mr. John Prior) the 20-60 six-cylinder Vauxhall. I say new car, and not new model, with intention, as, although the Vauxhall Company is one of the oldest in the British industry, and has produced some of the most famous cars built in this country, the model on which they are chiefly concentrating for 1928 is an entirely new product, having little, if any, resemblance to the older series.

The new car has a bore and stroke of 73 x 110, the overhead valves being operated by push-rods and rockers. Except in one particular, the engine as a whole is very accessibly arranged and, considering the lowness of the price, remarkably well finished. The carburettor is rather unfortunately situated, in my opinion, behind the steering-box, where, on inspection, it seemed as if it would be a matter of some difficulty to carry out any necessary adjustments. Ignition is by American coil and battery, a system which seems to be very rapidly catching up with the magneto, at any rate so far as six-cylinder cars are concerned.

Remarkably Quiet.

A four-speed gear-box with central control is fitted, and, except that everything about it is remarkably solidly constructed, the remainder of the chassis does not call for any particular comment. Semi-elliptic springs of good length and commendable flatness are fitted fore and aft.

There are three main features of this new Vauxhall which will strike the potential buyer. The first is the very remarkable smooth running of the engine and the small amount of noise it makes even at high speeds. This new Vauxhall is advertised to have a good turn of speed, something well over sixty miles an hour; but until you get used to this very unusual noiselessness of operation you will probably be inclined to consider it an exaggeration. It is not a noticeably powerful engine. It picks up well on top speed, and the acceleration on all gears is good; but I should not call it particularly striking. It is, however, the kind of engine you drive with very little sense of effort and in complete comfort. You can keep the speedometer needle at fifty-five miles an hour for long periods without difficulty or fatigue. I was unable to discover any vibration period up to sixty miles an hour, the highest speed I reached during the trial.

Best Brakes.

The second good feature is undoubtedly the four-wheel brake set, operated by the pedal. I should class these very high indeed in the very exclusive list of the world's best brakes. They give one almost perfect control over the car, and, in spite of their great power and ability to bring everything to a full-stop in a very short space of time, need very little effort on the part of the driver to operate. In marked distinction from this four-wheel set, I thought the hand-applied brake-set very poor, but the demonstrator informed me that it was only required for "parking." In other words, the car has only one set of service brakes.

The springs, so far as the front passengers and driver are aware, is excellent, but it struck me that the rear springs might with advantage be slackened off slightly. At the time of my trial there were no passengers in the back seat, and it may very well be that the lack of their weight was responsible for the rather hard riding that I noticed from time to time.

Another excellent point is the steering, which I should also regard as first-class. It is extremely light—so light, indeed, that I can imagine that not everybody will care for it. Yet its steadiness is so pronounced, especially over rough surface and on bends, that it would really be difficult to criticise it. I should personally prefer it to be rather higher-gear, but that is about the only comment I have to make on it. The steering wheel struck me as too small for the size of the car, but I cannot say that the fact inconvenienced me in the slightest.

Low Price.

Gear-changing is very easy, and the intermediate gears run quietly. At high speeds on third, for example, there is no noise to complain of. The car I tried was comparatively new, and I am told that this was responsible for a rather disagreeable period in the transmission at certain speeds, but that another couple of thousand miles would see its disappearance.

The third striking feature of the new Vauxhall is undoubtedly its

DEVELOPMENTS FOR THE NEAR FUTURE.

Latest Ideas Which May Become Practical.

Progress has been the keynote of the motorcar industry ever since its inception towards the end of the 19th century; in the short space of 3 years the automobile has developed from an unreliable freak likely to arouse derision to the most efficient means of transportation ever known. From time to time it is suggested that a state almost of stagnation has been reached in the development of the motorcar chassis, but this is far from the truth; in fact, the rate of progress is almost as great to-day as it has ever been. To mention only a few changes which have taken place during the past five years, there is the four-wheel brake, the servo motor, the low-pressure tyre, the jump in popularity of six-cylinder and eight-cylinder engines, the fabric-covered body, one-shot and central lubrication systems and a whole host of detail improvements.

Important Engine Feature.

An outstanding feature of the petrol engine is that the torque (or turning effort) which it is capable of producing at full throttle remains practically constant over a wide range of speeds between limits, for a touring car, of about 500 r.p.m. at one end and 2,000 r.p.m. at the other. Now the torque required to drive the car is always varying, and must be increased very considerably either for hill-climbing or for rapid acceleration. This is the reason why a gearbox is provided, and only by a fairly free use of this component or the provision of an engine of excessive size can a really good road performance be obtained.

Why a Gearbox is Necessary.

Now it is obviously economically unsound to provide a very large engine, which, for the greater part of its time on the road, will only be developing a tithe of its full output, and will consequently consume an extravagant amount of fuel, so that the designer provides three or four alternative "torque ratios"—ordinarily called speed ratios—to enable an engine of more moderate size to deal with the variations in the requirements of the car. Unfortunately, the control of this gearbox involves considerable difficulties to the average driver, and these are now being tackled in earnest with very encouraging results, and in ways to which we will return later in this article.

The next point is the reduction in the torque produced by the touring car engine when a certain speed is exceeded, which eventually causes a falling-off in power and sets a very definite limit to the maximum speed of the car. Here, again, a better performance can be obtained by using a bigger engine, but at the cost of an increased fuel consumption. This is the main argument in favour of supercharging, as by forcing the mixture into the cylinders, the torque can be maintained up to a much higher engine speed and the working range of the car extended.

Superchargers have, of course, been widely used for racing cars during the past few years, and a start has been made by certain concerns, notably the Mercedes, Alvis, Lea-Francis, Amilcar and Riley companies, in their introduction to the general public. The products of these concerns which we have tried show quite definitely that in obtaining a better performance by supercharging, flexibility, smooth running and easy starting are not sacrificed, while the petrol consumption is not increased to any serious extent. At the present time there are indications that the motoring public is rather afraid of purchasing and using these supercharged chassis, but when this hesitancy is overcome there is no doubt that an increase in the number of supercharged cars available will follow.

The supercharger is, of course, a species of pump used to send the mixture into the cylinders under a pressure which may range between 5 lb. and 10 lb. per square inch, so that a greater weight of charge is obtained and there is a correspondingly greater force of explosion on the firing stroke. Apart from this feature, the supercharger (particularly if placed between the carburettor and the engine) churns the mix-

ture very efficiently, and by delivering it under pressure greatly simplifies the problem of its equitable distribution to six or eight cylinders. Furthermore, it makes it possible to employ less abrupt cams, as the valves need not be opened so quickly or for such long periods when there is pressure behind the mixture.

The Free-wheel Clutch.

Reverting to the transmission system, the development which is exercising the minds of practically all the British car manufacturers at the present time is the free-wheel clutch, which, placed in the transmission system, has the effect of freeing the gearshafts and so greatly facilitates gear changing. The free wheel is usually placed between the tailshaft of the gearbox and the propeller shaft, a friction clutch being employed in the engine flywheel in the ordinary way, and it is then found that, upon depressing the clutch pedal, the gear lever can be placed in any desired position without difficulty.

With a free wheel constantly in action the car is at all times free to coast when the accelerator pedal is released, but a control is usually provided whereby the free wheel can be locked and the engine used as a brake if need be. Some concerns do not believe in this principle of coasting, and are making experiments with the idea of bringing the free wheel into action only when the clutch pedal is depressed, i.e., using it to facilitate gear changing and for nothing else. Which of these systems will eventually survive remains to be seen.

Use of Internal Gears.

In America the transmission problem is also being tackled, but on widely different lines. For several years, three-forward-speed gearboxes of orthodox design have been universally employed on American cars, but at the last New York Show certain chassis were introduced with four forward speeds obtained by using an unusual type of gearbox which was exclusively described in *The Motor* some months previously.

Two Top Gears.

The effect, so far as the driver is concerned, is almost that of having two top gears, so marked is the degree of silence obtainable with internal gears, and the change from top to third and vice versa is said to be very easy. First and second gear ratios are obtained from a layshaft in the ordinary way.

Second only to these improvements in importance is the development proceeding on suspension systems. The really urgent need for an improvement in riding comfort has, to some extent, been hidden by the rapid improvement in British roads and by the general adoption of two important palliatives—the low-pressure tyre and the shock absorber. At the last Paris Salon, however, a number of cars were shown in which each wheel was sprung independently, rigid axles being obviated, and examples of this type which we have tested show a remarkable degree of riding comfort. Independent wheel springing makes it necessary to use certain special designs of steering gear and transmission, but, nevertheless, may well prove to be worth while in view of the excellent suspension obtainable.

It is also possible to employ independent wheel mountings in conjunction with pneumatic cylinders, no springs being then needed. Pneumatic suspension systems of this type have survived extensive experiments and possess the important characteristic of a "dead-beat" action, i.e., there is no tendency towards bouncing and pitching. However, they are not attracting much attention at the moment.

Six Wheels for Large Cars.

For really large cars it is quite possible that within the next year or so someone will be bold enough to produce a six-wheeled chassis on the lines which are now so widely employed for high-speed motor coaches and buses. Prominent characteristics of the six-wheeler (in which both the "rear" axles are driven by the engine) are extreme riding comfort and an almost complete immunity from skidding. The two driving axles at the rear are set close together and are supported by springs on a sort of pivoted bogie in such a way that they are very adaptable to variations in the road surface and impart little movement to the frame of the vehicle.

CREDIT TO BRITAIN.

More than a little credit for Captain Malcolm Campbell's wonderful world speed record on Daytona beach must be given to Mr. J. Maina, the designer of the F.M.B. Gear Syndicate, of 15, Victoria-street. He designed the wonderful three-speed epicyclic gear-box which was fitted to the Napier engine car. In addition, the brakes of the Rubery-Alford and Alder type, which are made in England by Clayton Wagons, Limited, played their part magnificently.

EXPLODING IGNITION FALLACIES.

A most valuable paper on sparking plug design was recently given by Mr. E. A. Watson, before the Institution of Automobile Engineers. One of the points dealt with was the voltage required to cause an efficient intensity of spark at the plug points. He showed that it is a mistake to use a plug whose electrodes do not get hot enough. The ideal is

one on which they reach as high a temperature as possible without being hot enough to cause pre-ignition. Thus the use of sports or racing plugs in normal engines is to be deprecated. These plugs call for an extremely high voltage from the ignition circuit as compared with a plug of normal touring design. The use of plugs that keep unnecessarily cool, and also the setting of plug gaps needlessly wide apart, encourages pitting of the

slip ring, the production of ozone and oxides of nitrogen which cause corrosion of insulating material and decomposition of bearing lubricants. In general, too high a voltage from any cause tends to break down the insulation and so give rise to current leakage and difficult starting. He deals a blow at one rather popularly-advertised type of ignition gadget by saying that motorists should beware of using

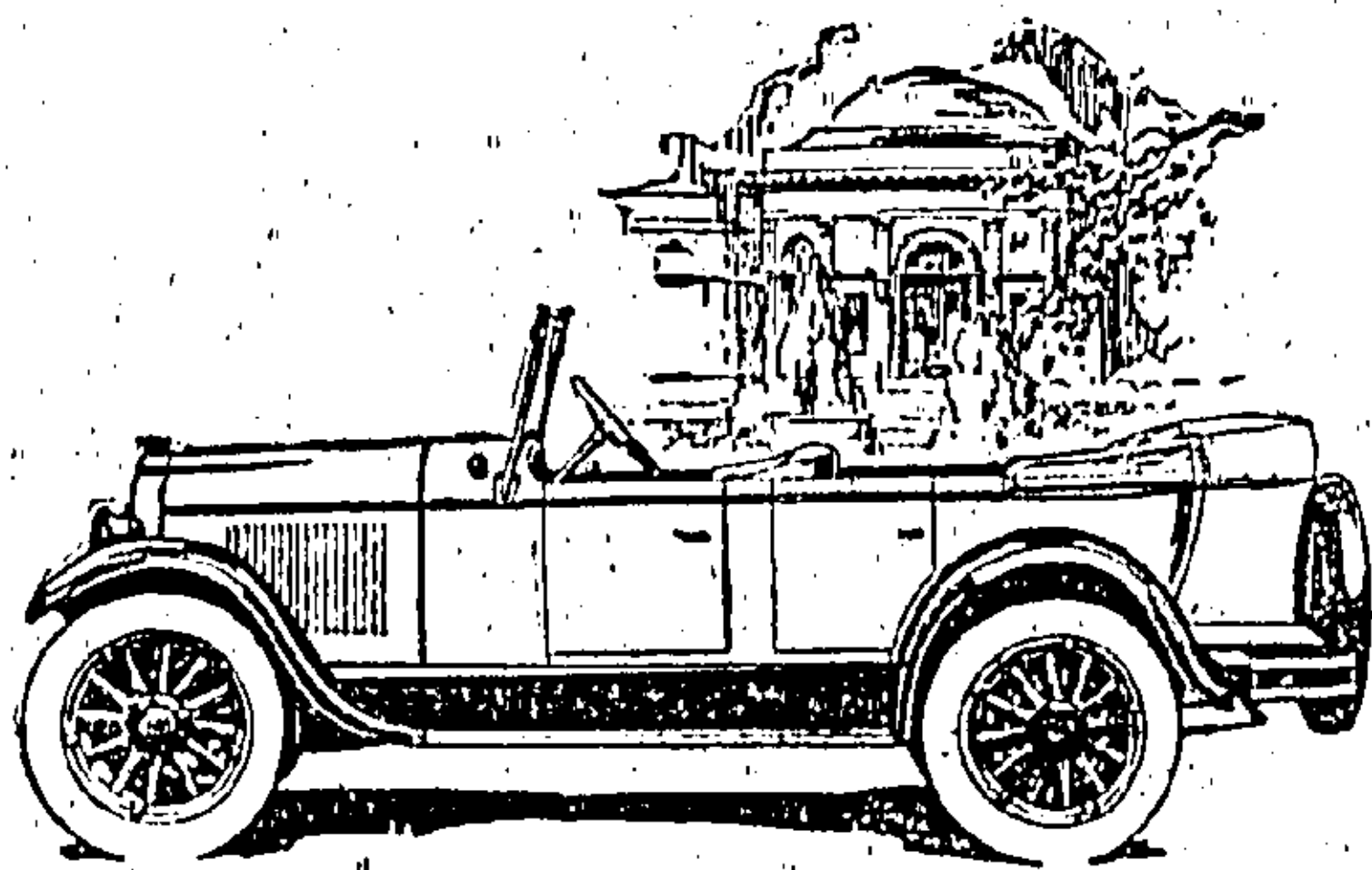
PLAN NEW ROADS.

About 8,000 miles of concrete roadway are to be built throughout the United States this year, according to transportation experts. extra spark gaps in the ignition circuit, with the object of either preventing sooting or rendering the ignition current visible, because they introduce undesirable high voltages into the circuit.

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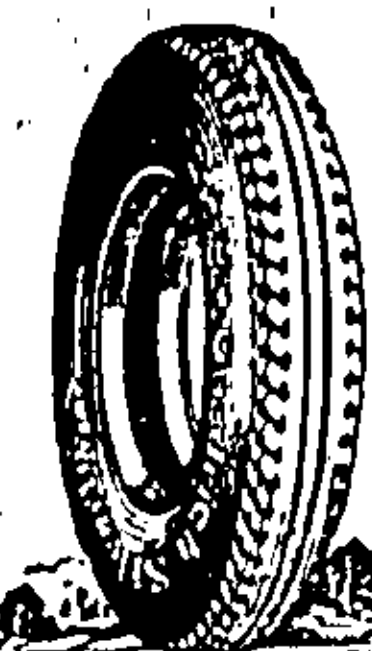
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

THE CAR AROUND THE CORNER.

Everyone realizes that a large part of all collisions occur at street intersections and a large proportion of these at blind corners. Practically all of these are due to neglect of the fundamental rule that vehicles shall always keep to the right. As applied to turning corners, this means that every operator must keep to his right of the centre point of every street intersection. Centre posts or silent policemen and white lines on the pavement, at intersections where they exist, bring about very effective enforcement of this rule, but the vast majority of street corners are not thus safeguarded, and at these points, the law-abiding spirit and caution of motorists has to be depended upon to bring about safe conditions. Such dependence is not well founded, as every driver knows from experience. The careless motorist too often "clips" such corners on left turns, to save distance and "swings wide" on right turns, because he is going too fast conveniently to do otherwise and in so doing brings his car directly in the lawful line of motion of the car which may be approaching just around the corner and hidden from his view. If every motorist would unflinchingly adhere to the rule of "hugging" the right curb closely on right turns and passing well to his right of the centre of the intersection, in making left turns, the number of crashes at blind corners would dwindle to next to nothing.

Changing Piston-Ring

Equipment.

Question.—The engine of my car has recently begun to foul No. 4 and 6 plugs and I find that its piston rings are badly worn. Each piston has four rings, the third one from the top being arranged to collect oil for lubricating the piston-pin. This engine has run about 19,000 miles. Would you advise replacing one of the present plain rings with a grooved type of oil control ring?

Answer.—The fact that this engine has only just recently begun to pump oil indicates that the original ring equipment was pretty satisfactory, as it prevented over-oiling until the rings had become considerably worn. We should hesitate to change the ring arrangement, without consulting the engine manufacturer, for fear of interfering with piston and pin lubrication. It might prove that fitting an oil-control ring in the bottom groove (the natural place for it) would result in undue wear of the piston-pin. So many disappointments result from changing the manufacturer's ring layout that such alterations are often inadvisable unless O. K'd by the builder of the engine.

Transmission Bands Give Trouble.

Question.—The transmission bands of my Ford harden up about

as soon as I put them in. I have just installed new ones. What can I do to keep these in good condition?

Answer.—Use a brand and grade of oil, which experience has proved gives good results in the Ford transmission and change it before it becomes too dirty. If you have trouble with these new band linings, try some other highly recommended brand of lining fabric, might also look up the special transmission band oiling devices, which any dealer in Ford accessories can inform you about.

Insufficient Intake Heat?

Question.—For the last few months, the engine of my car has bothered by irregular running and loss of power. It is very slow in accelerating and uses a lot of gas, although the carburetor adjustment has not been changed. When I take out the plugs, I find them wet and somewhat sooty, which seems strange, as new rings were fitted last spring. There is a good spark at all the plugs. What is wrong?

Answer.—Have you the winter setting of exhaust heat on your carburetor? We ask this because engines of your make usually give the troubles you complain of, unless full heat is supplied the mixture, during cold weather. Note the throttle and exhaust gas valves be as directed by the instruction book, but the exhaust passages should be carefully inspected to see that there is a free flow of hot gas through them and be cleaned out, if they are found obstructed. There may be something else wrong, but the above is the most likely cause of this trouble with your engine.

LONGFELLOW REVISED.

A Tale of Joy Riding.

You shall hear how Hiawatha Went without his beer and 'bacca,

Just to save the first months' payment

On a little motor-cycle. Buzzing like a busy hornet, Rattling over bumpy tarmac, While the merry Minnehaha Ha-ha-ed on the cushioned carrier

Every time they passed a cross-road,

Dodged a duke inside a Daimler, Cut in front of motor-coaches, Massacred a thoughtless chicken.

One fine day, said Hiawatha, As they bounced the Kingston, by-pass,

"Hang on tight here, Minnehaha."

But he might have saved his trouble.

Minnehaha fell off wallow, And he never knew he'd dropped her

Till he got locked up in Ripley, Put his tongue out at a policeman

Who was working in a speed trap.

In the meantime Minnehaha Glad-eyed quite a nice young fellow

In a sporty Austin Seven; Made him go all over soupy;

So he got his little shoe-horn. Stuffed the mirthful Minnehaha In his little Austin Seven;

As he bore her off to Brighton. Clean forgot he'd got no petrol. Gallant little Austin Seven Gasp'd and gurgled like a duck that

Kicks the bucket in a tempest. While he went in search of Ethyl

Came along a yellow Bentley. Driver stopped and raised his chapaneau.

Minnie climbed inside the Bentley, Rabid, roaring, rushing Bentley. Merstham Slope they took on second—

Took it at a mile a minute, Stopped and found a busted big-end.

Minnie saw, an Avro biplane, Waved her hand unto the pilot, Made him stall and slip and shudder,

Came down for a three-bounce landing. Minnie looked into the cockpit

Girls, beware of riding Billion. Minnehaha's quitted joy-rides, Shoves the twins out in a push-cart:

Only shows you what it leads to:

CADILLAC SALES.

Big Sale of Bodies.

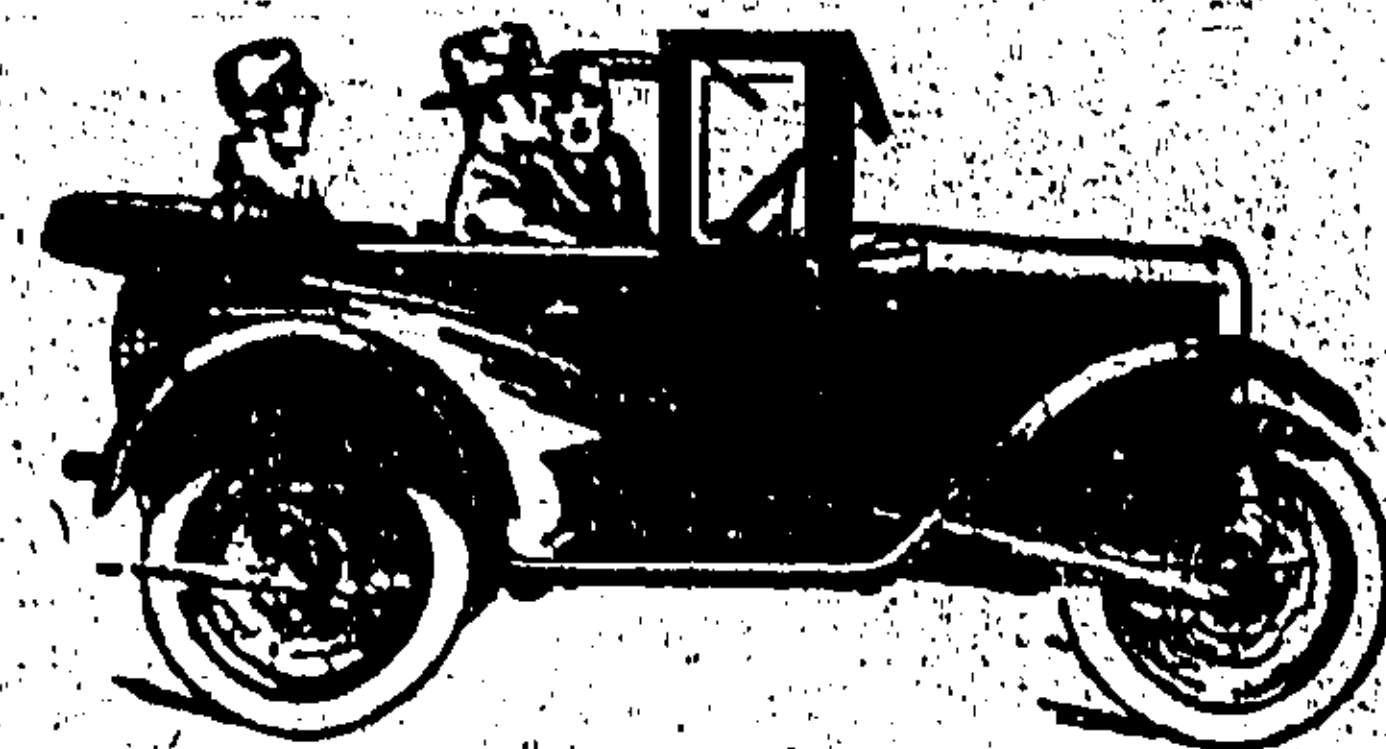
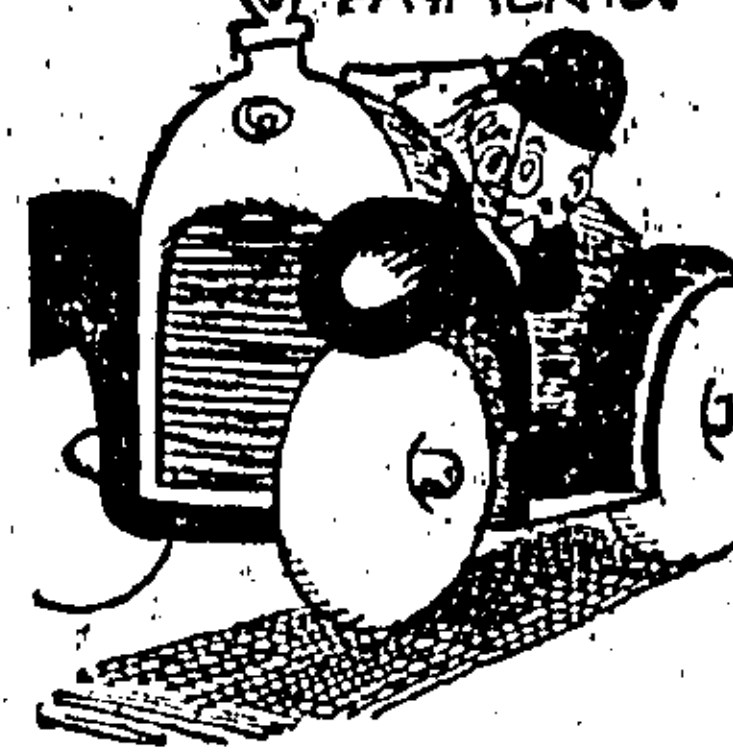
In the six months period ending March 1 the Cadillac Motor Car company reports a 200 per cent. gain in sales of custom-built bodies. In sales of custom-built town cars during the same period the increase has been 500 per cent. This increase has followed closely upon the purchase by Fisher Body corporation of the Fleetwood Body company, bringing to the largest body-building organization in the world the facilities and personnel of one of the oldest custom body building companies of the country.

In its Fleetwood line, the Cadillac company is offering 16 different custom-built body styles. The line includes four town car types covering four different basic town car designs. All four have a transformable feature by which the driver's compartment can be converted from open to closed. There are also four seven-passenger types and six five-passenger types. A town cabriolet and a transformable town cabriolet are built for the LaSalle 125-inch chassis, and the other 14 styles are built for the Cadillac chassis.

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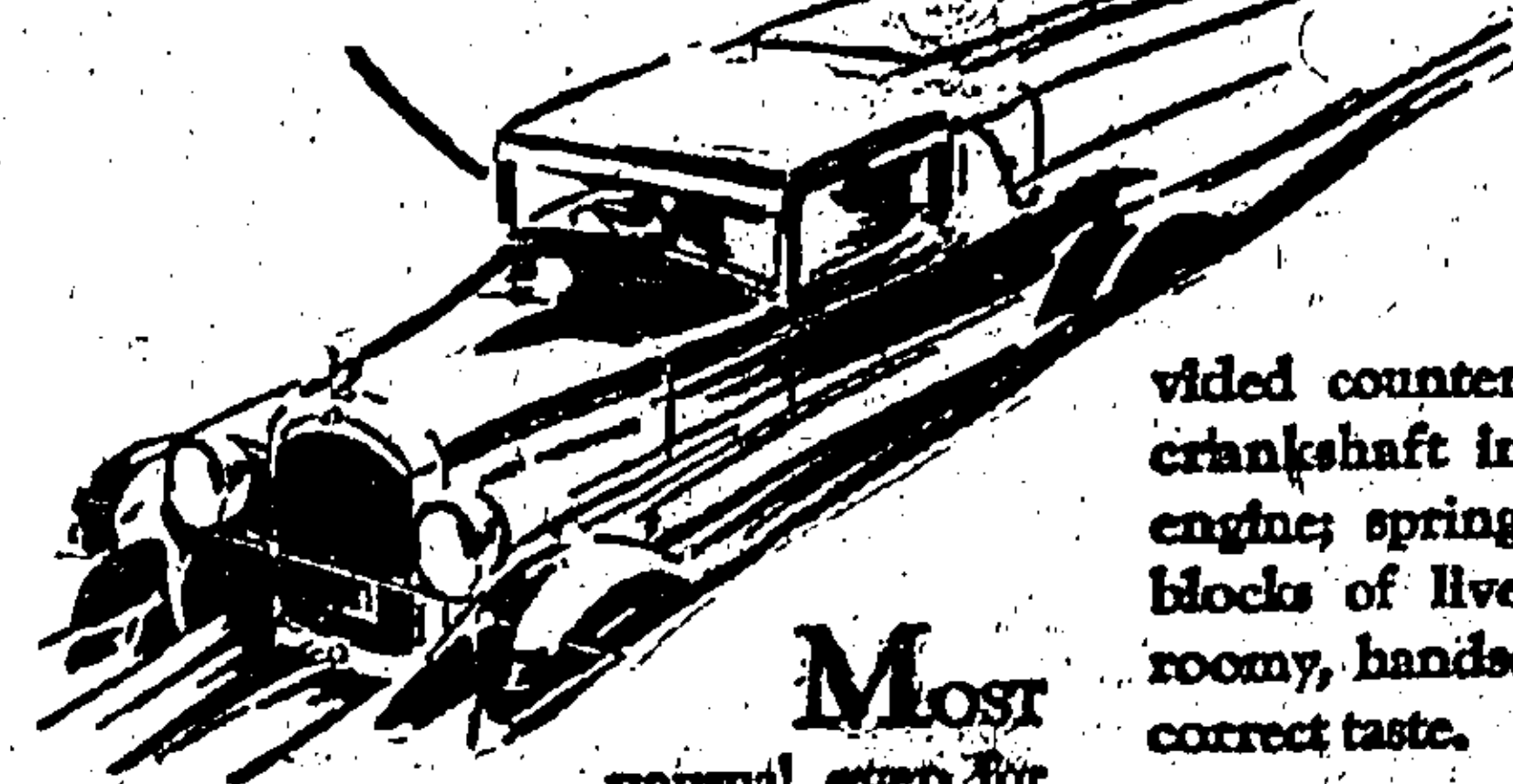
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Most unusual, even for Chrysler, has been the reception given to the illustrious New "72."

But no other result could have been possible, because no other car combines such rare quality and value.

Before the "72," no car in its class or even in the more expensive group pro-

vided counterweighted 7-bearing crankshaft in a 75 horse-power engine; spring ends anchored in blocks of live rubber; and long, roomy, handsome bodies in such correct taste.

Every Chrysler dealer is eager to show you the illustrious New "72," to put it through its paces. Only by riding in it and driving can you familiarise yourself with this new performance, this new smartness that has been responsible for the greatest success in all Chrysler history.

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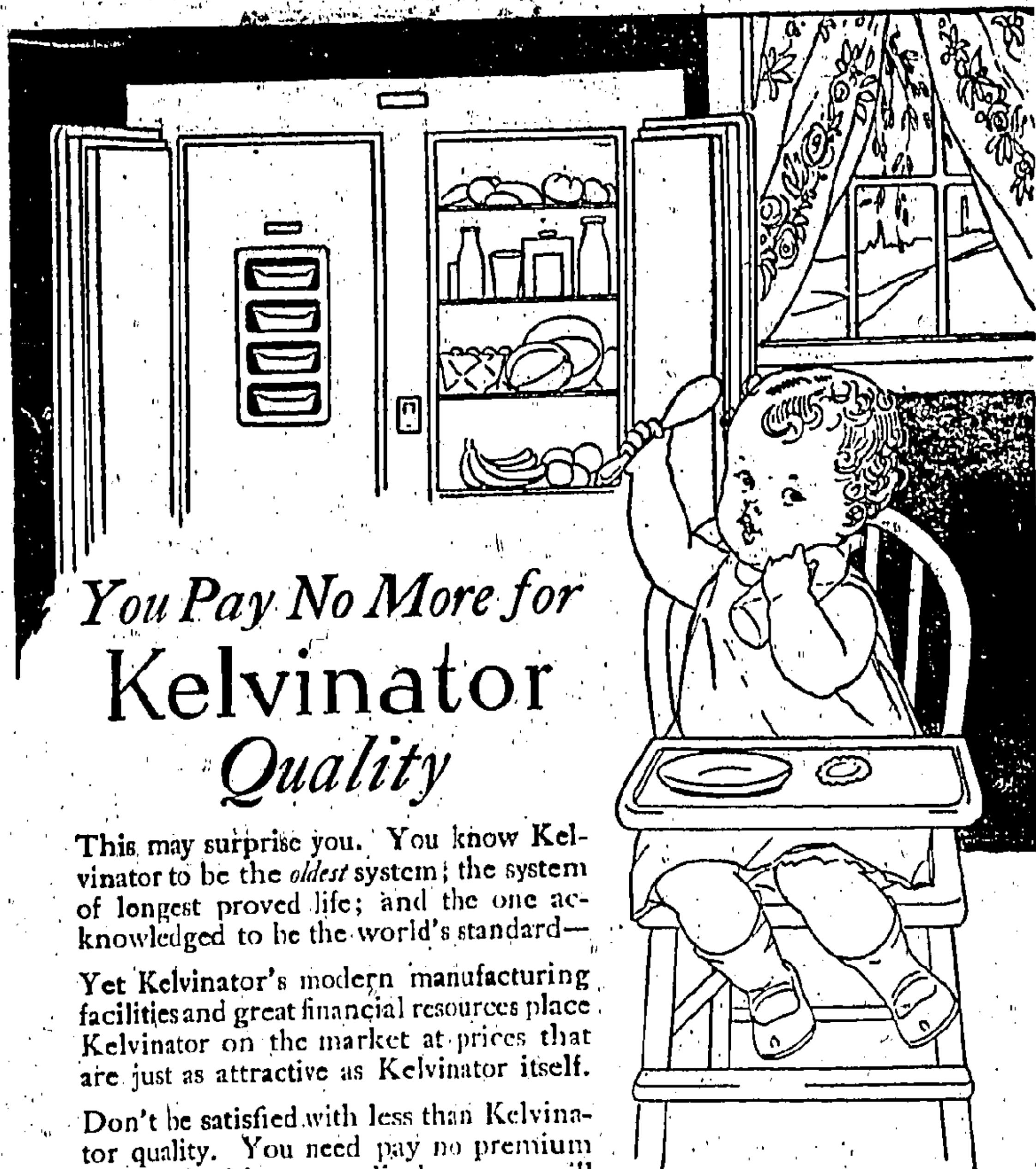
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BIG THERMOTECNIC PROGRESS.

STEAM ACCUMULATOR BY A SWEDISH ENGINEER.

[By Prof. J. Stalling.]

Many industrial undertakings which make use of steam for heating or boiling, need this source of energy in very fluctuating quantities. But they cannot readily adapt the capacity of their boilers to the fluctuations of their requirements. Consequently one of two alternatives is adopted; either dear boilers of high capacity are employed to meet the maximum demand, or smaller boilers are used which fail to cope with that maximum. In the former case, there is a great waste of energy, in the latter the works are hampered by lack of steam at the very moment when it is most wanted.

Ruth's heat accumulator constitutes a successful attempt to deal with the dilemma. Dr. Ruth is a Swedish engineer. He has demonstrated his ingenious and simple invention to a number of German experts, and on their recommendations the new accumulator has been introduced into 75 German factories.

The principle of the contrivance is expressed in its name, steam being accumulated when little is needed. The cheap surplus steam produced is collected to heat water in the accumulator, and itself condenses again to water. When, now, the factory requires a large quantity of steam, the pressure in the accumulator is released, and the overheated water becomes steam; in this way, the accumulator supplies valuable supplementary and auxiliary energy.

A Brilliant Idea.

Ruth's accumulator thus plays the part of a regulator of thermal energy. The accumulation and supply of steam is automatically regulated. This is the brilliant idea upon which Ruth's invention is based. The increase of plant capacity when Ruth's accumulators are used varies between 40 per cent. and 50 per cent. However, as fewer boilers are required, the initial costs of accumulators are soon offset by savings in other directions.

Again, the demands upon the boiler-house are greatly reduced. The stokers can feed the fires more uniformly, which, of course, effects a very considerable saving of fuel. In addition, it must be remembered that, where great fluctuations in the supply of heat take place, the output almost always suffers in regard both to quality and to quantity. Consequently, the introduction of accumulators means a great saving in costs, an increase of output and an improvement in the quality of the goods.

SIR JESSE BOOT'S £80,000 GIFT.

TO AID NOTTINGHAM'S NEW 'VARSITY.'

There seems to be no end to Sir Jesse Boot's munificence to Nottingham, his native city.

His latest gift is one of £80,000 to defray the cost of building of Great Hall and Women's Hall at the University for the future Nottingham University.

Writing to the Mayor of Nottingham from Cannes, Sir Jesse explains that he "feels so enthusiastic about the scheme." Lady Boot, he says, will defray the cost of the Women's Hostel, while he will pay for the Great Hall.

The total cost of the University buildings will be about £385,000. Sir Jesse's gifts to the scheme exceed £400,000.

The University College Council are now free to concentrate on the provision of an endowment fund of a quarter of a million pounds.

Opening in July.

It is anticipated that the Great Hall will be completed in time for the opening of the University by the King in July. The Women's Hostel is not likely to be finished before the autumn.

The University is intended to serve the East Midlands, and a charter is expected when the endowment fund justifies the privilege.

About £100,000 a year is required for the maintenance of the University, and the present income is about £65,000. Gifts to the scheme include—

An anonymous gift of £50,000. From the late Mr. Revis, for scholarships, £246,000.

Late Mr. Herbert Lancashire and Mr. George Spencer, hosiery manufacturers, £10,000 each.

Mrs. Abbott £8,800.

A hundred thousand Nottingham people are asked to give 10s. each. Sir Jesse had previously given 15 acres of the Highfield estate as a site for the University; and the remaining 195 acres of the estate he gave to the city for playing fields.

A CINEMA MUSICAL CHRONOMETER.

THE SOLUTION OF AN OLD FILM PROBLEM.

[By Dr. Kruger.]

Every frequenter of the cinema will doubtless have experienced some incident such as the following—on the screen a detachment of soldiers marches past, the band playing an appropriate march; but the tread of the soldiers and the notes of the music fail to coincide. Sometimes the music moves faster than the feet, sometimes the feet move faster than the music. The discrepancy between the two often produces a disagreeable not to say, comic effect.

To obviate such occurrences, Carl Robert has invented a contrivance which ensures the absolute coincidence of the music and the movies.

The musical score is written on an ordinary filmstrip. In such a manner that the notes and pauses receive varying distances according to their various lengths. Thus, every crotchet occupies the space of 1 cm., every minim 2 cm., every semibreve 4 cm., etc. This filmstrip is operated in Blum's invention at a speed corresponding to that of the cinema film itself. A clockwork apparatus which sets the score-strip in movement is enclosed in a chest containing a hole with an indicator beneath which the propeller of this apparatus is connected with that of the cinema in such way that the latter determines the speed of the former.

The handmaster in the cinema no longer needs to divide his anxious attention between the screen and the score, a process which generally fails to hit off the correct time. All he has to do is to watch the notes as they travel past the indicator.

RESULT OF ATTEMPT AT BURGLARY.

WOMAN EXPLORER LEAVES ENGLAND.

Because of an attempted burglary at her home, Mrs. Scorsby Routledge, the woman explorer, states that she has left London and gone to an unknown destination.

She announces her going in the following fashion:—

Mrs. Routledge has left 4, Hyde Park Gardens, W., for the present, owing to attempted burglary, which has led to the dismissal of the staff, and is proceeding to the Near East. As she wishes for entire rest, no letters are being forwarded.

The servants were dismissed, and after a caretaker had been arranged for, Mrs. Routledge left on the following day and has not returned. It is not known when she will be back in London.

Mrs. Routledge was greatly perturbed by the attempted burglary (her husband was away at the time), and expressed her disappointment when the police inquiries led to nothing.

Saved by a Shower.

It will be recalled that Mr. and Mrs. Routledge wrote a most entertaining book on their joint adventures in the Pacific when making a survey of Easter Island, that mysterious land of giant statues hewn by a prehistoric people.

They made the voyage to Easter Island in a specially equipped schooner yacht, and for 14 days were lost in the middle of the Pacific. Water and provisions ran short and had to be rationed. The ship was saved by a providential shower of rain.

But when it rained the crew went below leaving to Mr. and Mrs. Routledge the task of collecting the water!

TROOPER VANISHES.

ON EVE OF BETROTHAL TO GREEK GIRL.

On the eve of his betrothal to a wealthy Greek girl, Thomas Jones, a young trooper of the 16th Hussars, disappeared nearly a year ago.

He has now been traced to Australia, and his mother, who lives at Blangar, South Wales, has cabled urging him to return.

Jones had been serving in Egypt, where he had become engaged to Miss Mitsakis, the daughter of a wealthy Greek cinema owner at Heliopolis.

He seems suddenly to have changed his mind and sailed for England, and his mother, who was not aware of his return, was appealed to by his fiancée.

"Life is unbearable without him," the girl wrote, "and unless I find him I shall go into a convent."

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Here are three good lines:—

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For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheyla"

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Oaks—Walnut
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Can be applied by anyone.
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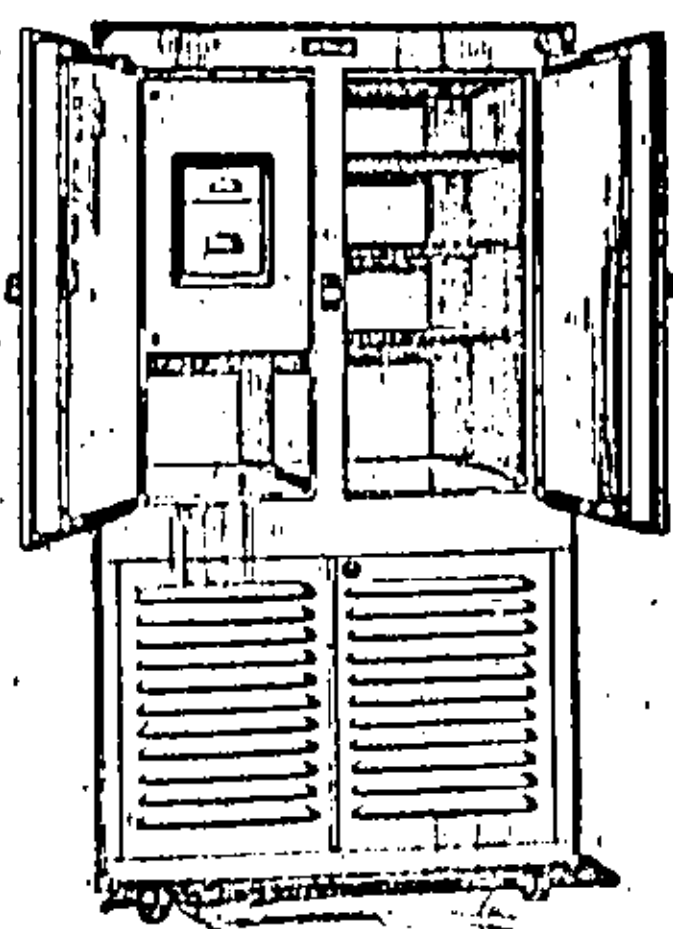
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Above are the players who took part in the football match in which the Hongkong Chinese defeated the Hongkong, Shanghai and Macao Portuguese team by one goal to nil last week. (Photo: Welcome Studio).

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LUSITANIA 'DIVER.'

FIVE YEARS FOR MAN OF MANY FRAUDS.

After Alfred Taff Rutt—the 47-year-old engineer who claimed that he had dived down to the sunken Lusitania, "surrounded by monster conger"—had been found guilty at Sussex Assizes of obtaining money of false pretences from Miss Lascelles, of Brighton, a remarkable record of his rascality was read. He was sentenced by Mr. Justice Shearman to five years' penal servitude.

Rutt, according to the prosecution, pretended that he had invented a diving apparatus which had enabled him to survey the wreck of the Lusitania in 42 fathoms of water.

Frauds on Women.

Superintendent Alee said that Rutt was born in Kensington and was at one time a coachman. He was a married man with four children. Since 1901 he had been posing as an engineer and inventor. In 1915 he was sentenced to six months' imprisonment in the second division at Westminster for unlawfully wearing naval uniform.

Thrice Engaged.

Although a married man, Rutt became engaged to a woman at the house where he lodged, and he obtained money from a number of persons in the district for shares in the company, including £650 from a woman.

He still owed a diver £200 in connexion with an attempt to solve the wreck of the Princess Juliana off Felixstowe. Four men who formed the syndicate lost over £4,000. In 1921 he was sentenced to three years' penal servitude at Peterborough for fraud. On his release he again went to Bourne-mouth and committed other frauds.

He also became engaged to two other young women, from one of whom he obtained money. In January 1926 he was sentenced to 18 months' hard labour for false pretences.

Rutt said he wished to give notice of appeal.

BRITISH BONDS.

LISTING IN NEW YORK.

New York, Apr. 20. Listing British Government bonds on the New York stock exchange is most favourable comment on an important contribution to the Internationalisation of the New York market and the stabilisation of the world market.

The *Herald Tribune* dwells on the warm reception recorded to the issue by the public, which it interprets as reflecting unbounded confidence in the credit, position and financial integrity of the British Government.—*Reuter's American Service.*

Beginning on Monday, April 30, the L.M.S. Railway steamboat services at present running between Fleetwood and Belfast and Heysham and Belfast will be concentrated on Heysham.

V.R.C. MEETING.

CHAIRMAN REVIEWS YEAR'S WORK.

The Annual Meeting of the Victorian Recreation Club took place yesterday evening, Mr. W. Logan taking the chair. He was supported by Messrs. J. Stewart, A. B. Silva Netto, D. Lyon, W. A. Anderson, A. A. Alves and J. Razavet, (members of the Committee) and C. J. Cooke (Secretary). There was also a representative gathering of members.

Before commencing the business of the meeting Mr. Logan asked the house to stand up for a short while in memory of three very much respected members of the Club who have passed away, namely, Captain D. C. Logan, M. C., Mr. Frank Lamert and Mr. J. L. de Alves.

After this was done, the Chairman said: "This meeting was called for March 20, but as we had not a quorum present it was adjourned to this date. Before proposing the report and statement of accounts for 1927, I will with your permission, make a few short remarks upon them. First, I should like to point out that the profit of \$885.29 may seem small, but for the year 1926 we cleared our accounts with a loss of \$1,058.10. This has been cleared off and therefore our net gain was \$1,943.39, which I think, taking into consideration the bad times all of us are going through, must be considered fairly satisfactory."

More Members Wanted.

Under the heading of "House" you will notice that the attention of members is drawn to certain defects in the design of our building as regards the arrangements of the locker, shower bath, and changing quarters, etc. We are, however, your committee have realised this for some considerable period and only one thing has prevented them from making the necessary alterations and that is that we have not got the funds to do so. It is up to our members to endeavour to help us. I am most anxious that these alterations for the convenience of members should be taken in hand without delay. We have about 200 members and if each one could induce one new man to join, it would be an increase in revenue of \$8,000 per annum. If this is not possible, which may have to alter our articles, which, as they stand, do not meet the requirements of the present day.

A Fine Club.

The members have a fine club, easy to get at, with swimming, dancing, rowing and billiards available. We have our bar with prices of refreshments lower than many other clubs in the Colony, and these privileges are granted to the members for the small cost of say \$1.00 per month. If alterations have to be made it is up to your incoming committee to decide whether it may be necessary to increase this amount by say \$1 per month per member.

Australians' Visit.

We had the pleasure of entertaining during the season, the Champion Australian Swimmers. I should like to read you a letter received from their Manager.

Mr. Logan then read a letter stating that at a meeting held in Australia it was decided by the Champions to thank the V. R. C. for their hospitality both on their way to and from Japan. A resolution was passed expressing appreciation of the facilities extended to the swimmers during their visit here and the letter closed with the expectation that the members of the V. R. C. would pay a visit to Australia where the hospitality would be cheerfully reciprocated.

The Chairman then informed the meeting that on being elected Chairman of the Club, the Hon. Mr. W. T. Southern had wired the words "Delighted. Accept." Mr. Logan speaking of Mr. Southern said: "I am sure gentlemen that you will feel very happy and pleased that the Hon. Mr. Southern has again consented to preside over the Club."

The Secretary.

Speaking of Mr. C. J. Cooke, Mr. Logan said that only those on the committee know the amount of time and help he had given to the club and the money he had saved us by his practical knowledge of engineering and draughtsmanship. He felt certain that the meeting would agree with him that the Secretary was deserving of their great praise.

Mr. Logan then proposed the adoption of the reports and account. This was seconded by Mr. R. Bass and carried unanimously.

ROMANCE OF A STATUE

"KING WITH ORB" IN A GARDEN.

By one of those strange chances which are the reward of patient antiquarians a statue which probably stood in Westminster Hall, and which disappeared completely 100 years ago, will be some day.

The statue was found by the Vicar of St. Matthew's Church, Southwark, the Rev. T. P. Stevens, who explained that he was searching for a figure of Charles II., which formerly stood outside the old Southwark Town Hall, and which disappeared about 400 years ago.

"I put a note about it in the 'Southwark Diocesan Gazette,'" Mr. Stevens said, "and asked any reader who had any knowledge of its existence to communicate with me. A resident in Meadow-road, Stockwell, rang me up the other day to say that there was a statue buried in rubbish in his back garden. He knew nothing about it, and considered that it was valueless, but said that I might go along and examine it."

A Crowned King.

"I did so, and found, not Charles II., but a crowned king, about five or six feet in height, with an orb in the left hand. The right hand is broken away, and the whole thing is very weatherworn and dilapidated. The remarkable thing about it is that it is in the same style as the statue in Trinity-square, Southwark, supposed to be one of King Alfred, which came from Westminster Hall in 1825, and is supposed to be at least 500 years old."

"An antiquarian who has seen the statue thinks that it is quite probable that it once stood in a niche in the north porch of Westminster Hall. This theory is supported by the fact that it is hollowed slightly at the back, as though for a niche."

The Superintendent of Works at the Houses of Parliament, Mr. T. Wilson, was greatly interested when I told him of the discovery yesterday.

"What happened to at least a dozen statues which formerly stood in Westminster Hall, has been a mystery ever since 1825," he said. "Richard II. ordered the restoration of Westminster Hall after a fire in 1395. It was then that the north porch, with many niches and statues, was built. A hundred years or more later two taverns, named 'Heaven' and 'Hell,' for some queer reason, were built against the north wall of the porch, hiding most of the niches and statues."

"It was not until 1825 that the clearance of these taverns, or coffee houses, as they then were, was ordered. An amazing thing happened. The builders cleared away all the statues too, and with one exception they disappeared completely. The exception was the one which found its way to Trinity-square, Southwark, which was being laid out in 1925."

"I certainly think," Mr. Wilson added, "that if the statue discovered in Stockwell proves to have been one of those taken away from Westminster Hall, an effort should be made to secure its return."

The following officers were elected: Chairman, Hon. Mr. W. T. Southern, C.M.G.

Hon. Secretary, Mr. C. J. Cooke. Hon. Treasurer, Mr. James Stewart. General Committee: Messrs. W. Logan, A. Silva Netto, A. A. Alves, A. Anderson, G. Razavet, D. Lyon, P. W. Ramsey, P. A. Dixon and J. R. Soares.

Balloting Committee: Messrs. C. Bond, A. Moran, B. J. Moore, H. Hyndman, W. Ward, J. M. M. Alves, P. Lenfestey, D. Laing, P. Enves, J. Victor.

The services of Mr. G. T. May were retained as Secretary's assistant for the ensuing year.

THE LOCAL RING.

BIG PROGRAMME AT THE LEE THEATRE.

Absolutely the last boxing tournament of the season, the fleet leaving for the north early next month, is to be staged by the Hongkong Boxing Association on Saturday the 28th. The programme is to be an exceptionally good one as a number of champions will appear—men who have splendid records behind them.

The main event of the evening will be a 15-round lightweight contest for the championship and belt between Staker Lake of H.M.S. Durban, the lightweight champion of the Colony and the Champion of China, and A. B. Davis of H.M.S. Hermes, who comes from home with a big reputation and who gave such a fine fight at the last tournament.

The supporting events will also be attractive. For instance there will be a light-heavyweight contest between Marine Smith, H.M.S. Hermes, the lightweight champion of the navy and marines, and A. B. Bromley of H.M.S. Wishart, a well-known boxer with a long record.

A six round lightweight contest between L/S Hall, H.M.S. Titania and A. B. Mudge, H.M.S. Berwick. A six round bantam contest between Stoker, H.M.S. Hermes and Handsman McConnell, K.O.S.B.

Taking all in all the programme promises to be the best offered in the entire season.

BIG BERTHA'S SECRET.

HOW THE GREAT GUN WAS THOUGHT OUT.

Paris, Mar. 23.

To-day ten years ago the first shell from Big Bertha fell on Paris. Much mystery existed about this gun, and quite recently some details were given on the subject purporting to come from a lecture delivered in Innsbruck by an Austrian officer, who may have been Colonel Fritz Heidt, the sub-director of instruction of Austrian artillery.

The original idea of Big Bertha came from a naval gun. In 1915 the Germans, wishing to make use of the heavy naval guns in their arsenals, for which no use could be found at sea owing to the inconvenient proximity of the British navy, thought of bombarding Dunkirk and neighbouring towns at long range with 380mm. ships' guns carrying a specially light shell so as to increase the range.

While the 380s were being tried near Cuxhaven for the purpose it was found that these light shells went much further than was expected. The range actually attained was 55 kilometres. From this surprise was born Big Bertha and the idea of bombarding Paris.

The Krupp ballistic experts attributed the great range attained to the fact that the shells fired at a very high angle penetrated into a superior, much lighter, and consequently far less resisting layer of air.

Internal Tube.

They then took a similar 380mm. gun and fitted it with an internal tube of 210mm. The gun had a barrel of 17.13 metres, but the tube was 30 metres long, that is to say, it stuck out nearly 12 metres beyond the muzzle of the gun itself.

This had the double advantage of giving a gun with peculiarly high initial velocity and of using material which already existed, since not only was the gun ready to hand, but its carriage and complete working apparatus as well. The gun was fired at an angle of 55 degrees so as to enable the shell to traverse the layer of air with the greatest rapidity possible and to enter less resisting layers at an angle of 45 degrees, which in such conditions is believed to give the greatest range.

The Submarine Python is to be renamed Pandora.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1300 sa.
Chartered Bank, £21 b.
Mortgage A. & B., £341 n.
P. and O., £24 n.
East Asiatic, £76 b.

Insurance.

Canton Ins., \$680 b.
Union Ins., \$343 b.
North China Ins., Tls. 140 n.
Yangtze Ins., \$47 b.
China Underwriters, \$24 b.
China Fire, \$215 n.
H. K. Fire Ins., \$760 b.

Shipping.

Douglases, £401 sa.
H. K. Steamboats, £281 b.
H. K. Tugs, £24 sa.
Indo-China, (Def.) \$74 b.
Shell Trans., 90/- n.
Union Waterboats, £201 b.

Mining.

Bonguats, \$24 n.
Kallans, 66/- b.
Lampkats, Tls. 131 n.
Shai Exploration, Tls. 2.85 n.
Rauba, \$4 n.
Tronols, 17/6 b.

Docks, etc.

Kowloon Wharves, \$1381 sa.
Whampoa Docks, £43 n.
China Providents, £615 b.
Hongkows, Tls. 166 b.
New Engineering, Tls. 4.80 sa.
Shanghai Docks, Tls. 109 b.

Cottons.

Ewo Cottons, Tls. 8.25 b.
Orientals, Tls. \$1.90 b.
Shai Cottons, Tls. 55 (old) n.

Lands, Hotels, etc.

H. and S. Hotels, \$9 sa.
H. K. Lands, \$68 sa.
Shai Lands Tls. 140 b.
Humphreys, \$141 n.
Realities, \$8.25 b.
Territorials, \$1 n.

Public Utilities.

Tramways, \$25.60 n.
Peak Trams, (old) \$133 b.
Star Ferries, (old) sa.
China Lights, (old) \$13.50 sa.
H'kong Electric, \$71 b.
Macao Electric, \$264 b.
Telephones, \$4.70 b.
China Buses, Tls. 71 n.
Singapore Tractors, 11/9 b.

Industrials.

China Sugars, \$6.10 n.
Malabons, \$241 n.
Canton Ice, \$4 n.
Cements (Corm), \$101 n.
Ropes (Old) \$72 b.
United Asbestos, \$10 sa.

Stores &c.

Dairy Farms, \$22.90 sa.
Watsons, \$14 b.
Dur A. Wing, \$50 n.
Lano Crawford, \$8.75 b.
Mackintosh, \$22 sa.
Sinceros, \$10 b.
Wm. Powells, \$3 sa.

Miscellaneous.

Amusements, \$201 sa.
Constructions, \$11 n.
B'quo Ind. G. Bonds, 62% b.
H. K. G. Loan, 11% Prov.

The Royal Automobile Club gave a luncheon to Captain Malcolm Campbell on his successful return from his attempt on the world's land speed record in America. Sir Arthur Stanley, who was in the chair, paid a tribute to Captain Campbell's remarkable feat. A gold cigarette case was presented to Captain Campbell, and another was given to Major H. O. D. Bagnall, as the previous holder of the record.

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SUMMER SHOES.

SPANISH HEELS AND
ROUNDED TOES.

High Spanish heels, some of them measuring 2½ inches, and rounded toes, are the main characteristics of the most fashionable shoes for the spring and summer of 1928. Happily there are modifications for those of us who do not feel that we can be raised to such heights! But the line of the new Spanish-heeled shoe, which is very gracefully arched, will dominate the shoe world for the present. The Spanish heel is our old friend the Cuban heel in much more graceful guise.

It was seen on nearly every pair of "fashion shoes" (the trade name for our very best) shown at a mannequin parade arranged by one of the leading wholesale firms the other day. The first pair of shoes which we were invited to admire, "illustrated the popular last for 1928," and it "showed the best selling colour of the moment." The shoes had Spanish heels, bar straps, round toes, and were of a light beige. The favourite shades are those ranging between lighter brown and the very pale brown which looks rather like milky cocoa. When summer comes the parchment-coloured shoe comes into its own.

New Colours.

Pale grey shoes will be sold in larger numbers than they were last year, but the beige shades are likely to remain our first favourites. The shoes have been so cleverly and successfully dyed in all the many subtly differing tones of beige and fawn that we shall have no difficulty in finding the exact colour to match stockings or frocks. One new colour, beige with a tinge of mauve, is called "mauve." Coloured shoes for special occasions are shown. Apple green and Air Force blue glaze shoes are certainly pretty, but the occasion must be "special." Navy blue shoes are said to be "certain sellers."

The Bracelet Bar.

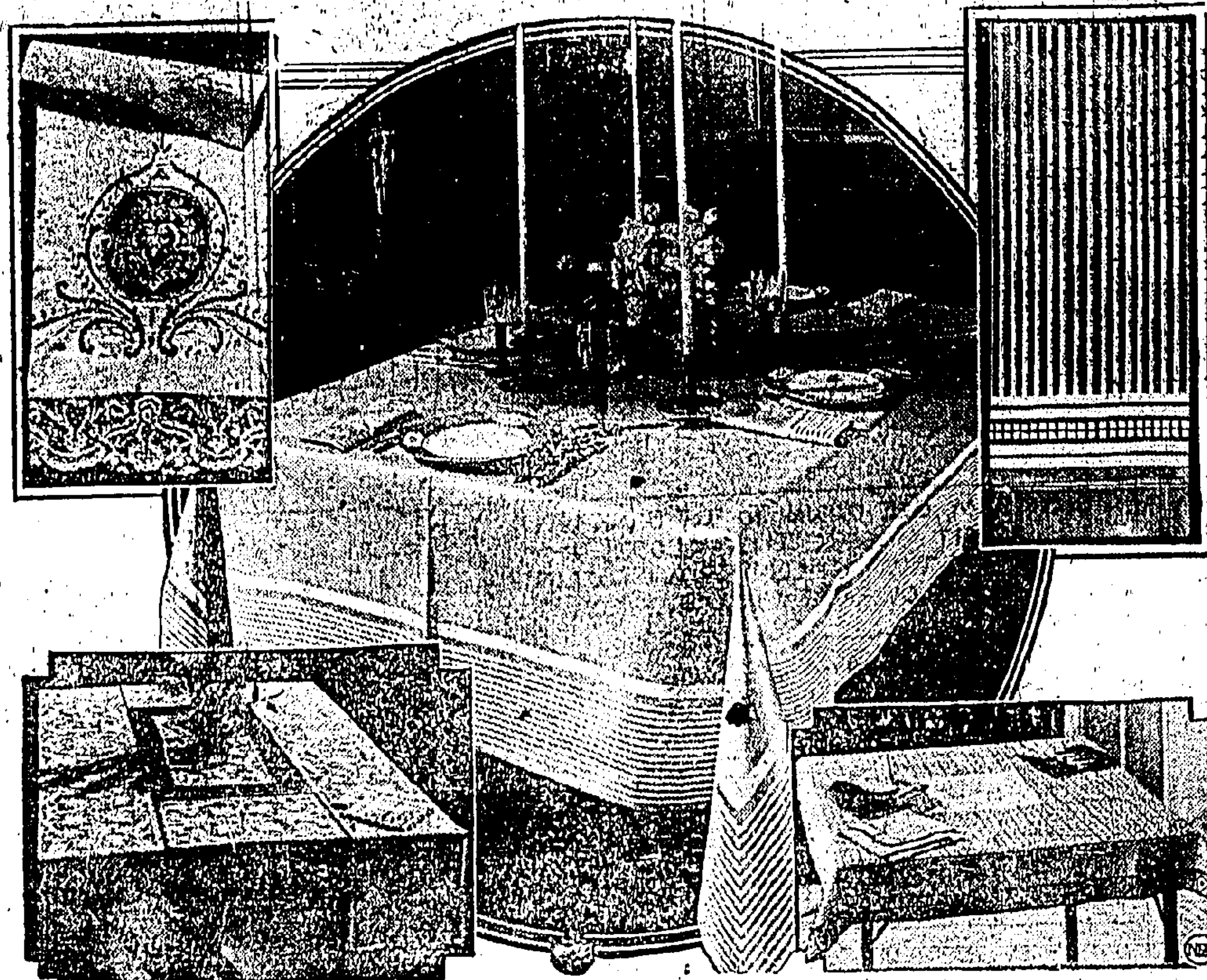
Bar straps and sandal straps are equally fashionable; the sandal strap is believed to show the foot at its slenderest. A surprise to the trade has been the instantaneous success of the bracelet bar shoe. This shoe, with a narrow strap fastening rather high up round the ankle, is "the newest thing" at the moment. Yet it is not really a novelty, for it bears a close relation to a model that was popular about five years ago. The new shoe, which, by the way, was first worn in a successful musical comedy still running, is, however, a great improvement on the old, owing to the improvement in this year's last.

Lizard shoes are still fashionable, but the end of the great vogue for them is said to be in sight. This may be due to the fact that they have at last been imitated almost to perfection.

Suede shoes may come back. Suede is already used in combination with patent or kid, but in very small quantities. This, however, is regarded as a prophecy.



A dainty flowered crepe de chine frock.



Latest in linens: (centre) soft, green damask dinner set, a delightful background for amber crystal and blue china; (upper left) damask towel edged with Italian needlework; (lower left) refectory set of Italian antique fluted lace; (upper right) stripes and checks on an orange and cream towel; (lower right) orange chintz bridge refreshment set, figured in blue.

PARIS FASHIONS.

EVENING GOWNS & WRAPS.

Evening and dance frocks are veritable inspirations of beauty. The simpler ones are of beige lace over georgette, with huge bows of satin at the waist, others are of lace, broche, tulle, and net, sometimes enriched with applied embroidery or with hems and tiny yokes of metal-lace or gold-tinsel-net. All are sleeveless, but it is no unusual thing for draperies to be attached to the shoulders and float about the arms, or suggest capes at the back. With some of the new frocks, dainty little sequined jackets (sleeveless) are worn.

Skirts are much tiered, scalloped, and petalled, and are longer than daytime skirts, but only with picture frocks, which are more and more seen, are they really long.

Evening cloaks and coats with wide sleeves are of lace, velvet, and satin, with beautiful crepe linings, and adaptable collars of flat, curly fur.

Lingerie.

The new lingerie is profusely trimmed with tucks, and lace. Coloured sets are preferred, and there are comparatively few all-white under-sets. These made of white material are trimmed with coloured lace, or with white lace run with colour, and nightdresses and camisoles are inset with yokes of embroidery with the patterns picked out in colour.

Lingerie-lawn, floral muslins, and voiles, crepe-de-chine, washing silk, and satin, silk long-sleeved, and crystalline in pink, pale blue, yellow, mauve, and light green, are all used for the new under-sets, which are much trimmed with ochre lace.

The new idea is to show colour-contrasts. Thus, there are dainty little sets in pale-blue crystalline, with opera-shaped chemises tucked across the centre-front and edged with narrow white lace, worked with pink thread, and there are pink sets trimmed with lace run with blue or mauve threads.

The most decorative nightdresses of floral muslin are supplied with frilled collars of yellow Valenciennes lace, developing into short, single stole-ends in front, or with yokes of flat ochre lace.

Costume Jewellery.

Costume jewellery ranges from amber-coloured necklaces of heads the size of pigeon eggs, to loose-linked bracelets, and on to crystal gooseberries, which ornament the lapsels of some of the new tailleur coats. Clusters of pearls are used to adorn some of the new dresses, clusters of the smallest pearls it is possible to imagine. A quaint note is given an evening frock by a cul-de-lampe, formed of tiny silver rings, with diamonds sewn within each.

Branches of diamonds trim the corsages of many an evening dress. Whether a woman wears a real jewel, or an imitation, it must be the correct style, colour, and

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JESAM")

London, Mar. 8.

First and foremost, let me tell you that the delightful frock sketched herewith by Madeleine can be made for thirty-five shillings and sixpence, allowing seven shillings and sixpence per yard for the crepe de chine—which is quite a reasonable price for flowered crepe de chine these days. This material is so very popular at the moment, and always looks effective. The design has an indefinable air of trimness and the single-ended scarf is very chic. The quantity of figured material required is three-and-a-half yards of thirty-eight inch, and then another yard of the plain is required for the edges, as indicated in the sketch. The plain material can match the ground shade, or a predominant note in the pattern—as you prefer. The side flare is also very popular at the moment, and gives apparent length, although the skirt is by no means long; only just below the knee, as it is decreed by Paris our frocks must be. Some of the great Parisian designers deny that they have ever sanctioned frocks above the knee, and say—quite rightly—that it is an ugly and ungraceful fashion. Certainly the extra few inches make a difference, while the frocks lose none of their chic. We are still a long way off ankle length!

Vanity Street.

And now a frock for the little maid, fashioned of pink silk or organdy, which ever you prefer, and according to the purpose for which the garment is required. Silk or georgette would be very pretty made up like this for a "special occasion" frock, but organdy is ideal for warm-weather wear. As you will see, the little garment is ornamented solely by pleating of the same material, while the tucked front not only conforms to the prevailing craze for tucks, but tends to give an outline to one who might be lovingly but truthfully designated a "podge."

period, which her particular costume requires. Diamonds and pearls are ever popular. Rhinestones are used in any number of ways for evening jewellery.

Necklaces and buckles are worn made of Rhinestones, or Rhinestones and coloured stones combined. Modern jewellery, almost green in its simplicity, is being used by dressmakers and milliners as an intrinsic part of both gown and hat. Massive, semi-precious stones, and much enamel are the most popular.

Is That So?

Our sketch this week is of Lady Eleanor Smith, daughter of the Earl of Birkenhead—otherwise, "F. E. Smith, K. C." Lady Eleanor is a clever daughter of a brilliant father, and accompanies him upon his travels very frequently. Whether she will emulate the example of "Miss Murgan," Mr. Lloyd George's daughter, and stand for Parliament in the General Election, remains to be seen; but all things considered, I should not be surprised. One morning, when I was seeing an American boat-train off, I found myself mixed up at Waterloo, with press photographers who



were looking for Lord Birkenhead and his daughter. When they even- tually discovered the important party, I was surprised to see what an unassuming little slip of a thing Lady Eleanor was—about the last kind of person I expected to see, judging by her weekly notes in a popular newspaper. Lord Birkenhead, as perhaps you have noticed, brought down a storm of railery on his head—and was incidentally very amusingly pilloried by one of our most brilliant cartoonists—because in a wild moment he wiped aside the art of journalism as easily acquired and of not much account. He conveyed that his family, starting with Viscount Furneaux, who used to contribute to the famous "Eton College Chronicle" when he was at the school, and including Lady Eleanor, to whose journalistic activities I have already referred,

just took in journalism as a side line. That may be all right for those who have other "visible means of support," but there is no side-line element about it if those who live solely by wielding the pen desire to keep themselves alive. Therefore, I have said, the somewhat incensed writers and artists set out to prove that in a battle of this sort, the pen is most certainly mightier than the sword, and probably his lordship wishes he hadn't entered the fray.

The Street of Adventure.

When I received from Hutchinsons a book entitled "Great Queens" (Lady Glover), I naturally thought I was in for a few side-lights on the Queen Victoria, Catharine the Great, Queen Elizabeth, and possibly Cleopatra. Not so, however, as this book concerns itself with "Famous Women Rulers of the East," and instead of Queen Elizabeth, we get her exceedingly interesting contemporary, Queen Chant, of whom—if you are like me—you will not have heard before, but who was ruling in the Dehkan, and is regarded by historians as a noble figure. It makes her seem more real and probable when we read that she was twenty-five years old when her husband died, leaving her regent to guard his nephew, and that she was an artist of considerable talent, painted flowers, and sang delightfully. "During the whole of the day," we are told, "the current business of the state was constantly before the Queen... her seat on horseback was perfect; like that of a girl." As she rode on a milkwhite Arab, she sounds a picturesque and attractive little person, and it is nice to know that so far back as the early sixteenth century there were women in India who were not just regarded as part of the furniture. Another very interesting sketch in the book is of the popular Maharane of Cooh Behar, well known in our London Society to-day.

LINEN STYLES.

WIDE CHOICE OF TABLE COVERINGS.

Linens, not to be outdone by period furniture, crystal, flat silver, and other household goods, have taken unto themselves "style."

Once upon a time a table cloth was a table cloth and a towel a towel. Now there are cloths for this dinner and that luncheon sets that "are different" and the widest variety imaginable of linens for bridge and tea.

Wedding Gifts.

The woman wishing to make a bride an acceptable linen gift must brush up on what's what. The hostess who is known for her perfect appointments will do well to survey the linen market.

There are two outstanding innovations. First, the introduction of a note of colour in damask dinner sets, in sheets and in patterned tea sets. Second, the advent of the refectory strip luncheon sets in centre and side dolles and the coloured cloth instead of the white lunch set embroidered in gay peasant design.

Coloured Table Cloths.

Formal dinner cloths of fine white linen damask, exquisite Italian or rare Spanish lace are still "good" as a piece of old mahogany will always be good. But the hostess with imagination has a wide choice of table covering for such occasions now. Some of the smartest hostesses are using coloured table cloths for the most formal dinners of the year.

When one hears "coloured cloths," one should not make the mistake of thinking of the old red cloth that topped Grandma's kitchen table. Delicate, subtle, exquisite are the pastel shades of green, blue, mauve, grey—18 different delicate shades.

New towels combine colour and the vogue of stripes and checks to give them dash. The finer towels, with lace inserts, almost invariably work the monogram into the lace pattern or near it. Bath towel sets come in every conceivable shade of colour.

For luncheon sets a wide selection is offered the housewife, the bride or the woman who wants to make an appropriate gift. The old type of d'olle set that has persisted for years is passe this season. Lunch cloths that are merely small table cloths and the refectory set of strips and end squares are much smarter.

Black Embroidery.

Some of these strip sets are extremely smart, developed in white linen embroidered in black. China in the prevailing mode of black and white looks very attractive on such a background.

Other luncheon sets come in exquisite Italian cut-work, with needle point inserts in all-over Italian antique fluted lace. Very smart are the luncheon sets, which are really the coloured damask dinner cloths in miniature.

For bridge refreshments and for tea the daintiest of linens can be had. There are those of delicate handkerchief linen in white with coloured flowers appliqued on until the table looks like a garden. Others are fine linens with borders in the new gingham patterns of colour and design.

THIS WEEK'S RECIPE.

APPETISING SALADS.

Slices of hard-boiled eggs and circles of tomato of equal size laid in alternate layers in an oblong glass dish. A plain dressing.

Celery cut very fine in 1½ inch lengths, having the appearance at first sight of macaroni, smothered in white mayonnaise, in a glass bowl.

The shells of rosy checked apples filled with little cubes of the fruit mixed with cut-up celery and mayonnaise. On top of each apple, a sprig of parsley.

Bright green watercress spread on a glass platter, with a border round it of the sliced white and yolk of a hard-boiled egg.

Neatly cut shreds of cooked green French beans, and of slices of tomato mingled together in a dish.



Red and pink are the prevailing festival hues in Paris, and evening dresses are lightly embroidered with diamante or coloured stones. Here is a delightful model in shell pink satin showing a design worked out in ruby coloured sequins.

THE PLAIN GIRL'S MOTHER.

[BY A WORLDLY WOMAN.]

Few people realise what a danger and a servitude beauty can be to a woman.

Her friends, or so-called friends, of the same sex envy her. Men, having put her upon a stage, never allow her to "come off stage." Owing to a popular notion that beauty and brains do not go together she is seldom credited with any other gifts, and through forces of circumstances the beautiful woman will most probably choose the easiest way to power and concentrate on preserving or developing her good looks alone.

A few more steps and she will be a pampered and spoilt woman running to seed.

The woman of exceptional character or intellect may succeed in overcoming these obstacles, but she will always meet with far more temptations.

Mothers with ugly ducklings in the way of daughters are inclined to forget this, and, smothered by their cloying feelings, they do not realise that attractiveness can often be acquired. They do not teach their girls from their earliest years the value of a graceful carriage and a dainty walk. The sad result is that in later years the girls either waddle or (being sensitive about lack of feminine charm) pride themselves on a masculine stride. They are not told that, however ugly, a woman who possesses distinction of bearing and charm of manner cannot fail to be attractive.

Such a subtle quality is charm! One that brings the gracious word at the right moment, the smile of understanding that floods a face with light as well as this little unusual set that make a woman delightfully feminine.

If a plain woman went through life thinking less of self and endeavouring to add these little touches of beauty to social intercourse she would not be ill spent, and she would find that she would be sought after for her charm.



A frock for a little maid, fashioned of silk or organdy. The tucked front gives length, and conforms to the fashionable line.

Eyes and Jewels.

Have you blue eyes? You may wear emeralds, amethysts and turquoise, and lapis lazuli! But if your eyes are a decided brown, rubies are the stones for you, and hazel eyes demand opals or jade—at least, that was what a famous jeweller in Cannes explained, recently over a case of bracelets. Diamonds and pearls, however, may be worn by any one who can pay the price!

Cocktail Napkins.

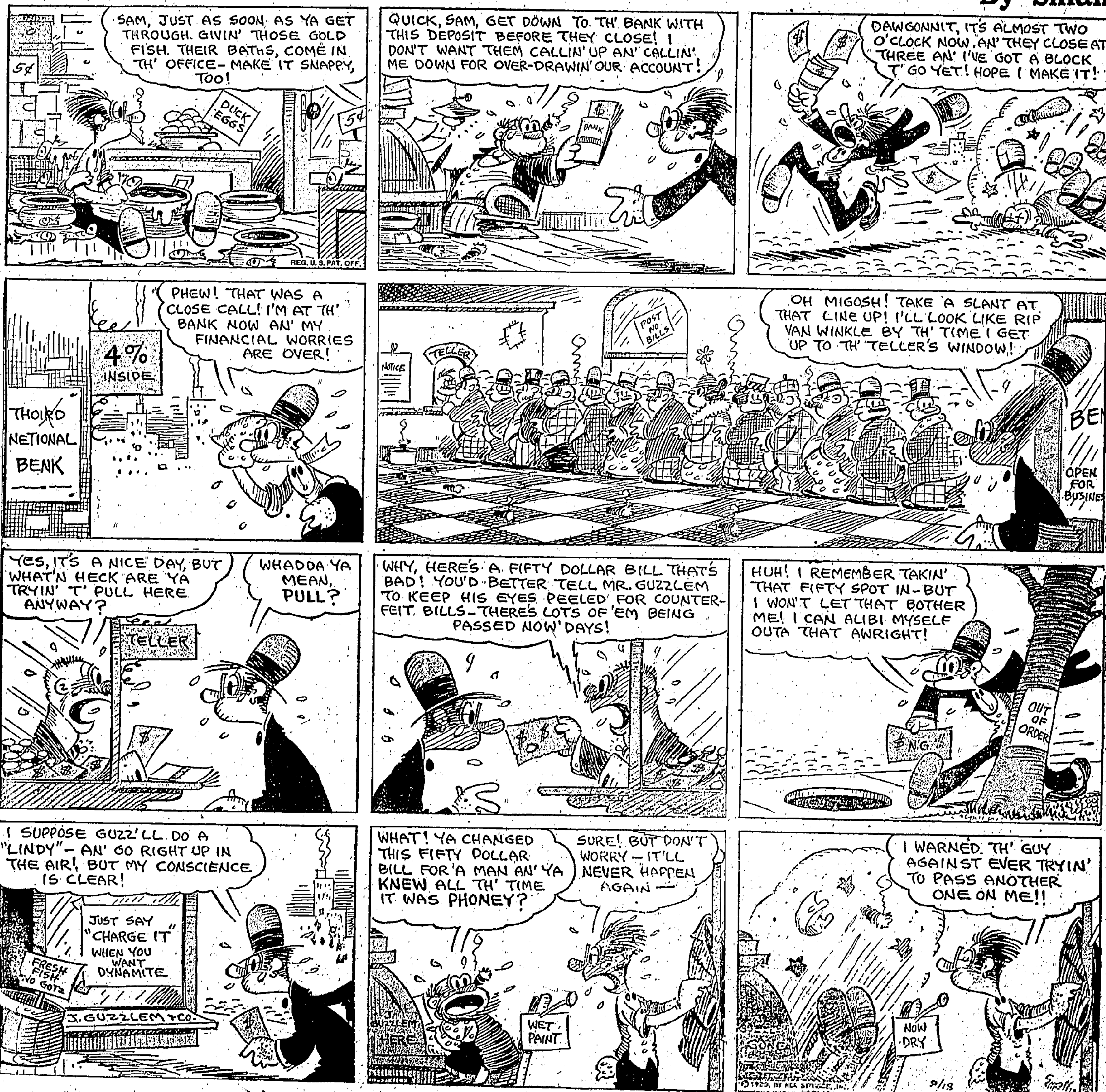
In France you "garnish" your cocktail parties rather elaborately. Special glasses with coals blown into them are known in London, but in Paris you are also supplied with delightful cocktail napkins—oblongs of fine linen ornamented with drawn-thread patterns at the edge and with a coak embroidered in one corner. They are quite tiny—the size of an "evening" handkerchief.

J. DISRAELI (DIZZY) DUGAN



SALESMAN SAM

By Small



WHITEWAYS FOR STANDARD VALUES

By ANNE AUSTIN.
Author of "Saint and Sinner."

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

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TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Fooksang	Fri. 27th Apr at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Yuensang	Tues. 1st May at 7 a.m.
TO CANTON	Hangsang	Sun. 22nd Apr at 6 p.m.
TO STRAITS & CALCUTTA	Namsang	Satur. 21st Apr at 3 p.m.
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Tjisroca	Batavia	26th Apr	28th Apr	Amoy, Shanghai & Keelung
Tjikarang	S'hai, K'lung	30th Apr	2nd May	Batavia
Tjibodas	Java Mesr	7th May	9th May	Amoy, N. China
Tjileboet	N. China	7th May	9th May	Mesr & Java

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JAPANESE TROOPS.

GOVERNMENT EXPLAINS ITS DEFENSIVE ACTION.

Tokyo, Apr. 20.

In the statement of reasons for the dispatch of troops to China the government recalls that Japan, at the time of her withdrawal from Shantung last year, issued a warning that she was prepared to take steps to send a further expedition for the protection of Japanese lives and property, if peace and order in the locality were again disturbed.

It emphasizes that this step does not imply an unfriendly intention toward China or interference with the military operations of either faction, and declares that the troops will be withdrawn as soon as the danger is past.—Reuter.

Japanese Marines Landed.

Shanghai, Apr. 20.

The Japanese landed 550 marines at Taingtao this morning.—Reuter.

Tientsin, Apr. 20.

Three companies of Japanese troops left for Tientsin this morning totalling 500 men, including engineers and machinegunners.—Reuter.

Japanese Propaganda.

Peking, Apr. 20.

The Ankuochun spokesman has asserted that many of the reports of Northern reverses were Japanese propaganda, made in order to justify the despatch of Japanese troops to Shantung.

It is understood that the Chinese authorities have decided to protest to the Japanese Legation against the despatch of the troops.—Reuter.

COMPANY REPORT.

THE MERCANTILE BANK OF INDIA, LTD.

The Report of the Board of Directors of The Mercantile Bank of India, Limited, for the year ended December 31, 1927, states:

The net profits for the year, after providing for bad and doubtful debts, and including £160,666 11s. 8d. brought forward from last account, amount to £117,846 3s. 3d. From this sum has to be deducted £84,000, being the Interim Dividend of 8 per cent., less Income Tax, on the "A," "B" and "C" Shares paid in September last.

The Directors have added £35,000 to the Reserve Fund (raising it to £1,420,000), £15,000 to the Officers' Pension Fund, and written £35,000 off Freehold Banking Premises. They now recommend a Final Dividend on the "A," "B" and "C" Shares of 8 per cent., less Income Tax (making 16 per cent. for the year), leaving a balance of £164,846 3s. 3d. to be carried forward.

The following Directors retire by rotation, but being eligible, offer themselves for re-election: Mr. P. R. Chalmers, Mr. C. J. Hambro.

It will be necessary to appoint Auditors. Messrs. Cooper Brothers and Co. and Messrs. W. A. Browne and Co., the retiring Auditors, offer themselves for re-election.

"FOUND DROWNED."

WIFE'S INFIDELITY TO A BOATMAN.

An inquiry was held by Mr. R. E. Lindsell yesterday afternoon into the death of a Chinese boatman whose body was found in the Harbour on April 11. The inquiry was held without a jury.

The circumstances of the death revealed that there were two possibilities. One, according to the medical evidence given by Dr. A. Cannon was that the deceased was suffering from a malady that might have caused acute mania. The other theory, supplied by the relatives and acquaintances of the deceased, alleged that the wife of the deceased had been unfaithful. She was said to have a liking for her father-in-law, the deceased's father.

The wife of the deceased frankly admitted her infidelity and gave the names of three persons, one of whom was her father-in-law. Asked by the Coroner whether she thought the husband knew of her acts, she replied that she felt certain he did not.

Evidence of the finding of the body was also given. The father-in-law in the witness box strongly denied the allegations made against him.

At the conclusion of the evidence the Coroner returned a verdict of "Found drowned." He added that it was impossible to determine on the evidence whether the deceased committed suicide or whether, owing to mania, he walked into the Harbour and met his death by misadventure.

The deceased was a boatman from Aberdeen who lived on the same boat with other members of his family. He was missed on April 8 and his body was found on April 11, by a boatman, who was a partner of the deceased's father, and who admitted in court yesterday that he also had taken an interest in the deceased's wife.

CONSIGNEES' NOTICES.

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From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 20th April.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th May, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th April, 1928.

INDIAN COTTON STRIKE.

SITUATION GETTING WORSE IN BOMBAY.

Bombay, Apr. 20.

The mill strike situation is getting worse in consequence of the strikers succeeding in calling out other workers. Twenty mills are now idle with 40,000 workers on strike.—Reuter.

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Steamship "GLENIFFER" ... 8th June.
Steamship "GLENSHANE" ... 25th June.

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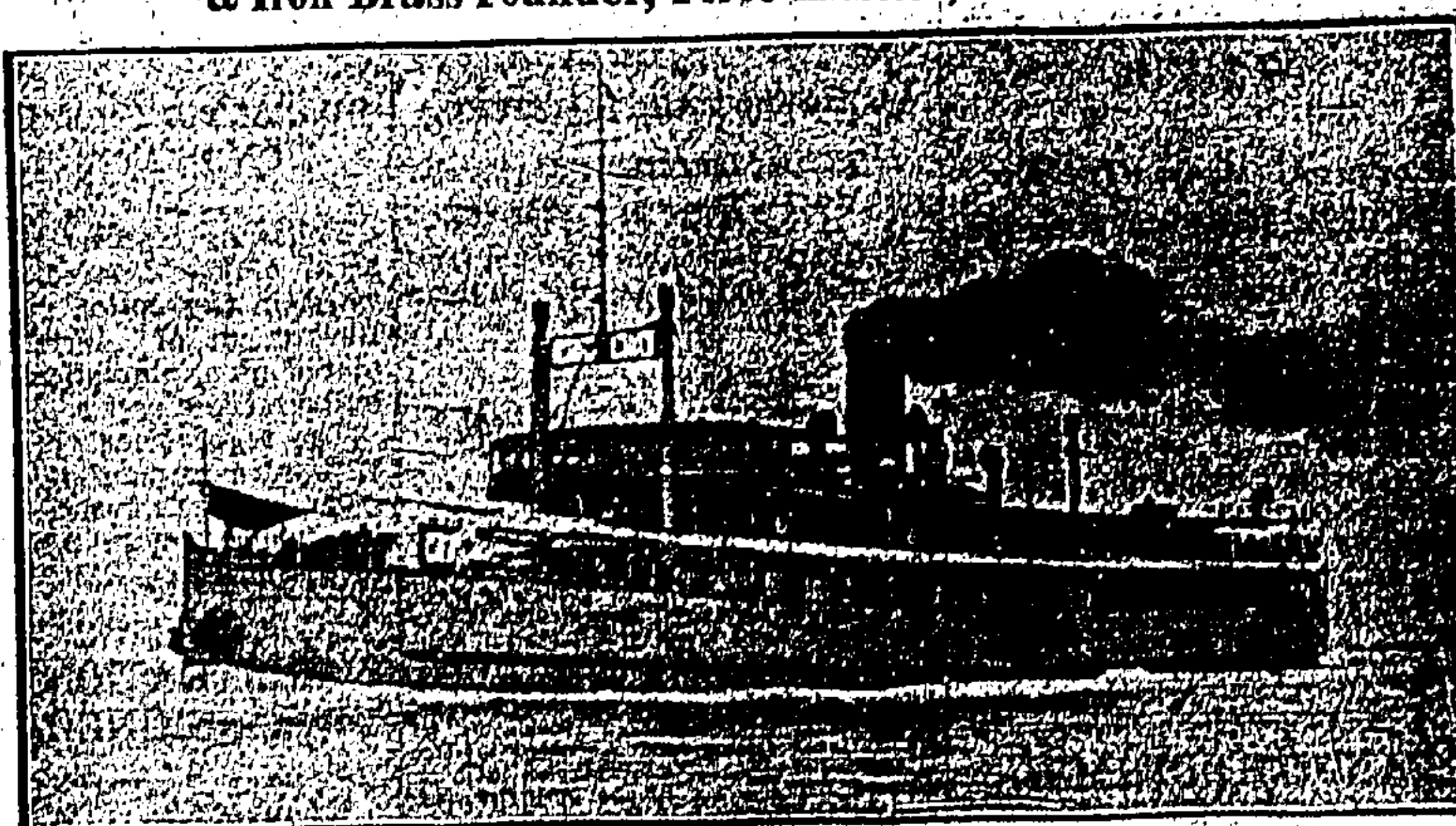
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S. G.	Tons	From Hongkong (about)	Destination
INAGFORE	5,283	24th Apr.	Marseilles, London, A'werp, Rotterdam & Hamburg
MOREA	10,953	28th Apr.	Bombay, Marseilles & L'don
LAHORE	5,258	7th May.	Marseilles, London, A'werp, Rotterdam & Hamburg
KASHGAR	9,005	12th May.	M'les, L'don, A'werp & Hull
KIDDERPORE	5,334	22nd May.	Straits, C'bo B'bay, & Karachi
MALWA	10,986	26th May.	Bombay, Marseilles & London
HALIPORE	5,273	31st May.	Straits, Colombo & Bombay
JEYPORE	5,313	2nd June.	Marseilles & London
DELTA	8,097	9th June.	Marseilles, L'don & A'werp
MIRZAPORE	6,715	19th June.	Straits & Bombay
RANPURA	16,601	23rd June.	Bombay, Marseilles & London
NOVARA	6,939	30th June.	Marseilles, London, A'werp, Rotterdam & Hamburg
KHYBER	9,114	7th July.	M'les, L'don, A'werp & Hull
RAWALPINDI	16,619	21st July.	Bombay, Marseilles & London
INANKIN	7,058	28th July.	Marseilles, London, A'werp, Rotterdam & Hamburg

Cargo only.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Kheivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	23rd Apr.	S'pore, Penang & Calcutta
TALAMBA	8,018	3rd May.	S'pore, Penang & Calcutta
TALMA	10,000	26th May.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

*ANAPUMA	6,000	4th May.	Manila, Sandakan, Thure
TANDA	6,656	1st June.	Island, Townsville, B'vano
ST. ALBANS	4,500	28th June.	Sydney and Melbourne.

*Calls Port Holland

Regular Monthly Sailings from Hongkong to Japan and

Hongkong to Australia.

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu,

Kulabugan, Tawa, Timor, Darwin, or other ports en-route as indicated on the

Frequent connections from Australia with the following:—

The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand,

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via

Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

HATIPARA	7,764	25th Apr.	Mojit, Kobe, & Osaka
MALWA	10,986	27th Apr.	S'hai, Mojit, Kobe & Yoko
HALIPORE	5,273	1st May.	Mojit & Kobe
TALMA	10,000	3rd May.	Amoy, S'hai, Mojit, Kobe & Osaka
TAKLIWA	7,936	7th May.	Amoy, Mojit, Kobe, Osaka & Yoko
NOVARA	6,989	8th May.	S'hai, Mojit, Kobe & Yoko
TANDA	6,956	8th May.	Mojit, Kobe, Osaka & Yoko
DEVANHA	8,155	11th May.	S'hai, Kobe & Osaka
DELTA	8,097	11th May.	S'hai, Mojit, Kobe & Yoko
SANTHA	7,754	22nd May.	Amoy, Mojit, Kobe & Osaka
MIRZAPORE	6,715	24th May.	Shanghai, Mojit & Kobe
RANPURA	10,601	25th May.	S'hai, Kobe & Yoko
TILAWA	10,006	2nd June.	Amoy, S'hai, Mojit, Kobe & Osaka
INANKIN	7,058	5th June.	S'hai, Mojit, Kobe & Yoko
T-KADA	8,948	7th June.	Amoy, Mojit, Kobe & Yoko
ST. ALBANS	4,500	5th June.	Mojit, Kobe, Osaka & Yoko
KHYBER	9,114	8th June.	S'hai, Mojit, Kobe & Yoko
TALAMBA	8,018	17th June.	Amoy, Mojit, Kobe & Osaka
RAWALPINDI	16,619	22nd June.	S'hai, Kobe & Yoko

Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be

received at the Co's Office up to noon on the day previous to sailing

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co.,

P. & O. Bldg., Connaught Rd., C. Agents.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "CITY OF EASTBOURNE" via Suez Canal 18th May.
S.S. "ADEASTUS" via Suez Canal 4th June.
S.S. "CITY OF NEWCASTLE" via Suez Canal 15th June.
S.S. "HELENUS" via Suez Canal 29th June.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New

Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HOTELS.

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms
newly renovated and installed with Box Spring Beds, Hot and Cold
Water, also Telephone.

Tea Dances:

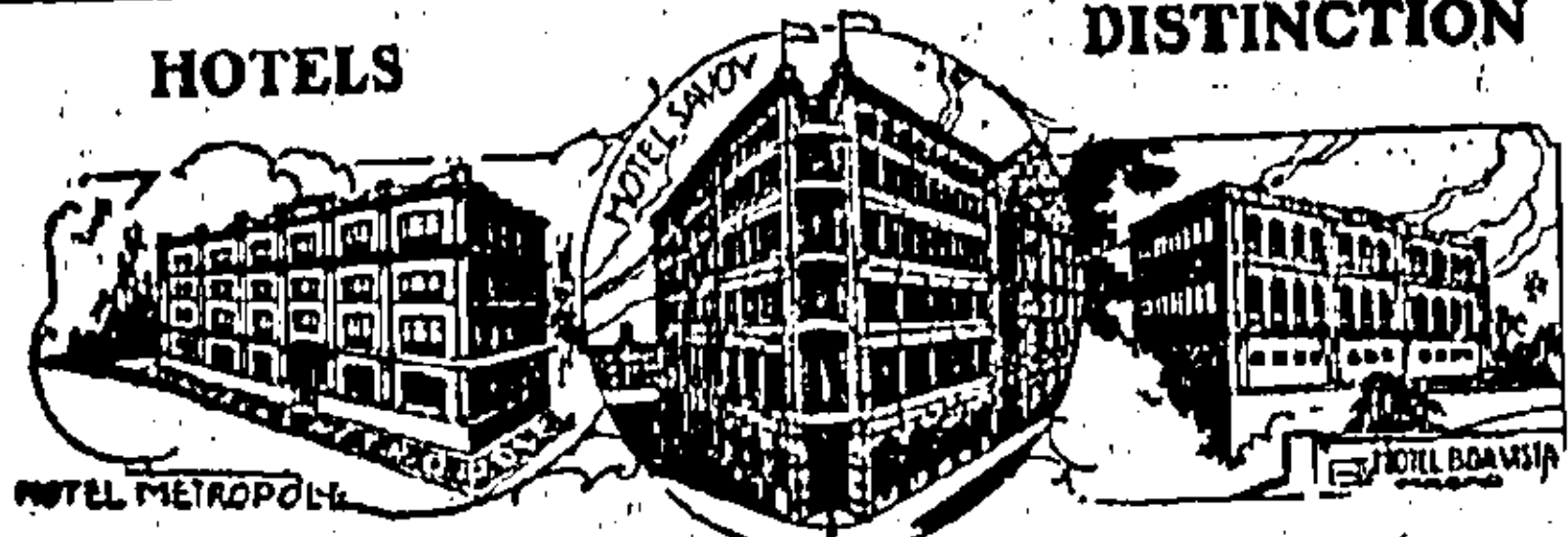
Monday, Wednesday and Friday, from 5 to 7 p.m.

Hotel launch meets all steamers.

(25 for thirty Tiffin Tickets can be had at the Office of the above
Hotel.)
Tel. Add: "Victoria." Telephone C. 373
J. H. WITCHELL,
Manager.

HOTELS

DISTINCTION



METROPOLE-SAVOY-BOA VISTA

The Kowloon Hotel
Kowloon.

The Premier Hotel in Kowloon with all modern conveniences.
High Class Cuisine and Table Appointments. Wonderful view of the
Harbour and Peak, and five minutes from the Ferry, Wharves and
Railway Station. Representative meets all steamers.

Daily Rates from \$ 6.00.

Monthly Rates from \$130.00.

Under the Personal Supervision and attention of

MR. & MRS. H. J. WHITE.

Cables. "Kowlotel." Kowloon.
Tel. No. K.608 & K.609.

PALACE HOTEL.

Tel. Kowloon No. 8. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fan throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—
"EUROPE
Singapore."

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

THE HOTEL RIVIERA
MACAO

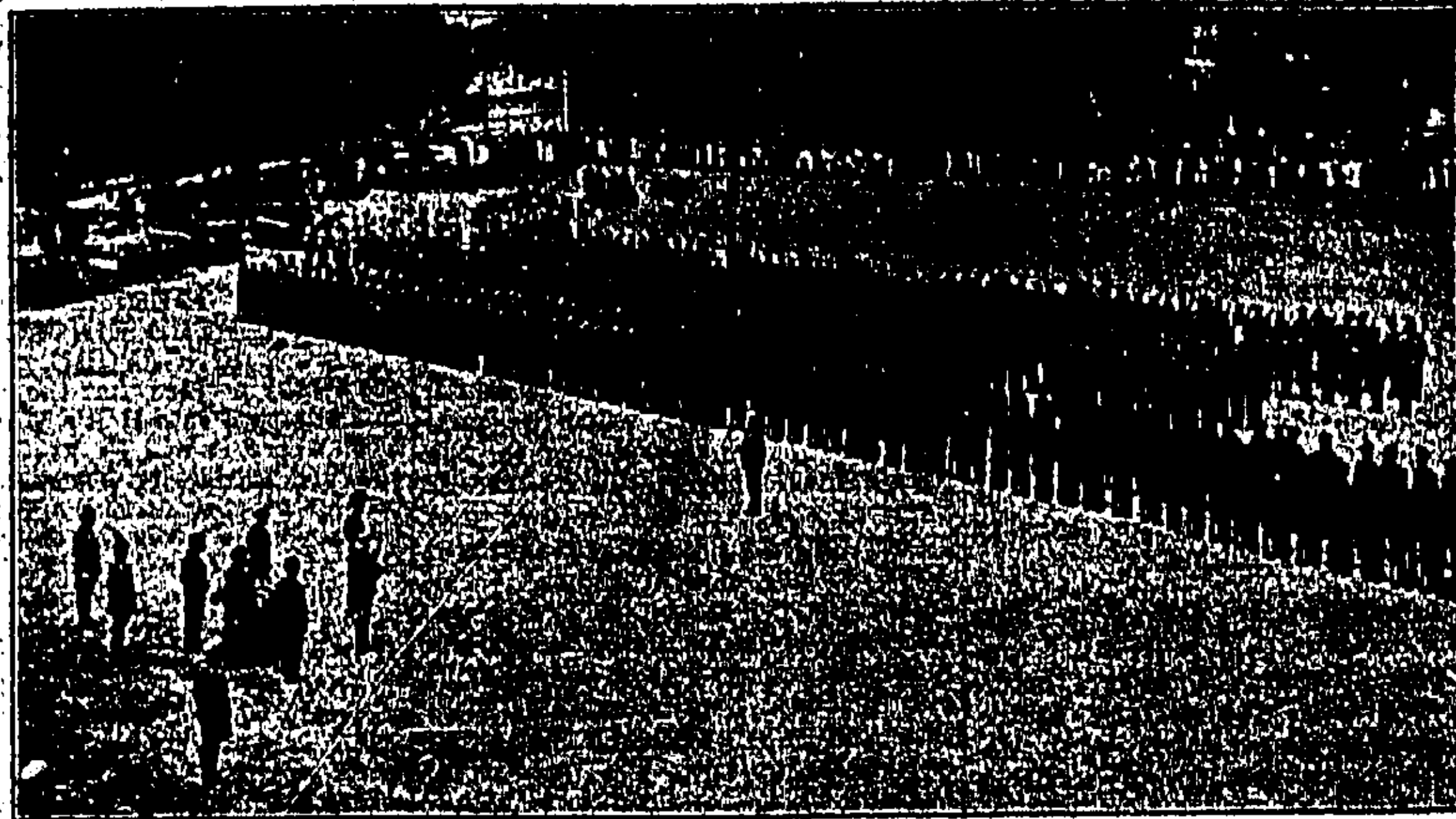
Cable Address:—"RIVIERA, MACAO"

EMBODYING THE
LUXURIES OF MODERN HOTEL
CONSTRUCTION

THE FINAL EXPRESSION
OF COMFORT AND
SERVICE

Printed and Published for the Proprietors by ALFRED MOLEY,
at 1 and 3, Wyndham Street in the City of Victoria Hongkong.

HONGKONG'S POLICE FORCE SEEN ON PARADE.



Here is an excellent photograph of the Hongkong Police Force taken on the occasion
of the annual inspection by His Excellency the Governor on Tuesday last. (Photo: Ming
Yuen).

BULGARIAN QUAKE
TERRORS.WHOLE DISTRICTS RUINED
OVER WIDE AREA.

DEATH ROLL MOUNTS.

Sofia, Apr. 20.
The Bulgarian Premier in an in-
terview at Philippopolis said that
the earthquakes on Saturday and
Wednesday destroyed whole dis-
tricts within an area of 1,000
square kilometres.

Eighty thousand families have
been rendered homeless by the dis-
aster, but a great deal of relief
work is already in progress.

The death roll is steadily mount-
ing, the totals reported up to date
are much in excess of 100 killed and
400 injured.

Sofia, Apr. 20.
Except for a small area a quar-
ter of a mile across, situated on
high ground in the centre of the
town, the whole of Philippopolis
suffered severely from the earth-
quake. A hospital and a number
of churches are among the build-
ings destroyed. Only a few houses
are visible among the ruins.

A score of villages and the
houses in Borisovgrad, which es-
caped the first earthquake, were
demolished in the later visitation.
A hundred bodies have hitherto
been recovered and many more are
under the ruins.

After the earthquake the water
spouted up from the fissures in-
undating the countryside. The
population of Sofia is still panicky
and families are camping in the
open.

The losses from the two earth-
quakes are estimated at several
hundred million levas.—*Reuter.*

NATIONAL MEMORIAL
TO EARL HAIG.EQUESTRIAN STATUE
FACING CENOTAPH.

London, Apr. 20.
It is understood that an eque-
strian statue in London will be the
national memorial to Field Mar-
shal Earl Haig and that the Royal
Fine Art Commission which was
deputed to consider the subject
will report shortly to the Govern-
ment to this effect.

It is stated that the site pro-
posed for the memorial will be in
Whitehall, facing the Cenotaph.

If the proposals are approved,
sculptors of high reputation will
be invited to submit designs for
the final approval of Government.
—*British Wireless.*

COLOMBO MAKING UP
ITS MIND.FAVOURS REMOVAL OF
RUBBER RESTRICTIONS.

Colombo, Apr. 20.
After a long session, the Ceylon
Estate Proprietors Association has
passed a resolution that "while
favouring the immediate removal of
the restriction of rubber exports,
or its gradual removal between
now and November 1st, the Associa-
tion defer a definite decision until
the receipt of further information
concerning the discussions at pres-
ent in progress between Malaya
and Ceylon."—*Reuter.*

BANDITS SETBACK.

GENERAL LIU ESTABLISHES
BETTER ORDER.

Iehang, Apr. 20.
The arrival of the 5th Indepen-
dent Division, under General Liu
Ho-ling, has had a good effect on
the local bandits.—*Naval Wireless.*

FAR EASTERN AIR
MAILS.DUTCH PLAN TO SAVE
SIX DAYS.

The first step in the air route
to the East Indies is likely to be
confined to the Dutch transporting
mails by air from Amsterdam to
Marseilles and also from Sabang
(Sumatra) to Sourabaya (Java),
thus saving six days, according to
a message received from London,
via Australia.

It is understood that the Dutch
are anxious to co-operate with
Britain for air carriage over the
whole route, especially in view of
the difficulties attached to flying
over foreign countries. It is be-
lieved that India is anxious to con-
nect the Karachi-Rangoon sector.
It has been suggested that Britain
or Australia should link up from
Singapore onward.

PEKING ORDERS
RETREAT.

(Continued from Page 1.)

Striking Victory.

Shanghai, Apr. 20.

Nationalist headquarters re-
ports the capture on the 16th of
Kufowhsien, the birthplace of
Confucius, a strategic centre where
Chiang Kai-shek's and Feng Yu-
hsiang's armies have met. They
also claim the capture of 30,000
prisoners, 32 field guns, 18,000
rifles and 6,000 machineguns.—
Reuter.

Army Deserts.

Shanghai, Apr. 20.

All reports go to show that Sun
Chuan-fang's army of 50,000 men
was wiped out by the Nationalist
occupation of Yenchowfu cutting
them off from Chang Chung-
chang's Chihli forces, which also
suffered very heavy losses.

Corruption is rife in the Nor-
thern ranks whose seventh army
has gone over in a body, while
there have undoubtedly been fur-
ther defections on a large scale.
—*Reuter.*

Warning Issued.

Shanghai, Apr. 20.

Japanese reports from Tsinan-
fu suggest that the Nationalist
vanguard were yesterday ap-
proaching Taishan Hills overlook-
ing Tsinanfu. This is borne out
in announcement by the British
and American consuls-general at
Tsinanfu who have advised their
nationals to leave in view of the
fighting zone moving in that direc-
tion.—*Reuter.*

PRINCESS MARY'S RETURN.

Marseilles, Apr. 20.

Princess Mary and Viscount Las-
celles have left for London on their
return from Egypt.—*Reuter.*

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's question:—
1. Early English, 1100 to 1200; the Deco-
rative, 1200 to 1800; the Perpendicular, 1200 to
1350 (these dates are approximate, as transi-
tional work makes it impossible to be exact).
2. On May 4, 1879, when Edward VII, then
Prince of Wales, spoke on the Deceased
Wife's Bearer Bill, at George Washington, by
the National Gallery, and Abraham Lincoln,
in Parliament-square. 3. A society is to be
built immediately east of the north transept
of the Abbey, the method of applying for
office under the Crown, usually the
Stewardship of the Gilters, Honours, &
Wardenship, St. Oliver, St. Mary Tudor was
the wife of Philip II of Spain. 8. G.W.N.
High Wycombe, Banbury, and Leamington
Spas. 9. Rubens with Antwerp; Memling with
Bruges; the Norwich School generally, but
especially John Gossaert, with Norwich. 10.
Shakespeare's Hamlet to the intellectual West.
11. Although it is optional, the words are so
completely Anglicized that it is slightly ridi-
culous not to do so. 12. Cleopatra.

FURTHER WINDOW
SMASHING.TWO QUEEN'S PRIVATES NOW
CHARGED.

WANT HARD LABOUR.

A further case of stone-throwing
by soldiers came before Mr. R. E.
Lindell this morning, when Private
W. G. Hayes and Private T. Duffy,
of the Queen's Regt., were charged
with throwing stones into a shop
window and smashing the glass.

The incident was stated to have
occurred in the early hours of this
morning, when the two soldiers per-
mitted themselves to be arrested,
after smashing a plate-glass win-
dow in the show-room of the Hong-
kong Electric Company at 2,
Queen's Road Central. The damage
done was assessed at \$20.

His Worship (to defendants):—
Do you think it funny to do this?

Private Hayes:—We have got
nothing to say, sir.

His Worship:—Do you want to
go to gaol? Do you like the idea
of going to gaol?

There was no reply to this.

His Worship was informed by
Detective Sergeant Humphreys that
both men were perfectly sober
when taken into custody.

His Worship (to defendants):—
You are each fined \$100, or six
weeks' hard labour. You each pay
\$10 compensation or do a further
seven days' hard labour.

After being sentenced, Hayes
lingered behind while his comrade
was being led away, and asked the
Magistrate:—"Can we do hard
labour instead of paying the fine?"

His Worship:—Well, you have
the alternative. If you think you
can get out of the Army by this
means, I understand you will be
grossly mistaken.

QUEEN'S NEPHEW
BURIED.PRIVATE SERVICE AT
WINDSOR.

London, Apr. 20.
The funeral of Lord Trematon,
the only son of the Earl of
Athlone, the Governor-General of
South Africa, and the nephew of
Queen Mary, took place to-day.

He was buried in the royal
vaults of Windsor Castle. The
service was of a private charac-
ter. The King and the Prince of
Wales, representing the Earl and
Countess of Athlone, walked im-
mediately behind the coffin.—
British Wireless.

AMERICAN COTTON
SCOURGE.QUARANTINE REGULATIONS
ON PLANTATIONS.

New York, Apr. 20.
Following discoveries of an out-
break of the dreaded pink boll-
worm in the cotton districts, the
Department of Agriculture has
placed nine plantations in Texas
in quarantine as from April 25th.
The regulations prohibit the
outward movement of cotton seed
from the area affected and require
the fumigation of cotton lint be-
fore shipment.—*Reuter.*

ARBITRATION PACT
SIGNED.ITALY AND AMERICA IN
AGREEMENT.

Rome, Apr. 20.
The arbitration treaty to which
Italy and the United States are
parties, was signed at Washington
to-day. The terms are similar to
those contained in the treaty be-
tween France and America.—
Reuter.

Your Last Chance!

TO DAY is your last opportunity
to see the two comics of
"What Price Glory" in their own
absurdly funny big special comedy!—

WILLIAM FOX
presents

The GAY RETREAT

With
TED McNAMARA & SAMMY COHEN

THE THRILLING and amusing adven-
tures of a valet and a chauffeur who
join the army to look after the sleep-walking
son of a millionaire.

A Rush of Action And Fun!

AT THE
QUEEN'S FINAL SHOWINGS
TO-DAY

At 2.30, 5.10, 7.15 & 9.20.

THE SHADOW OF THE PAST!

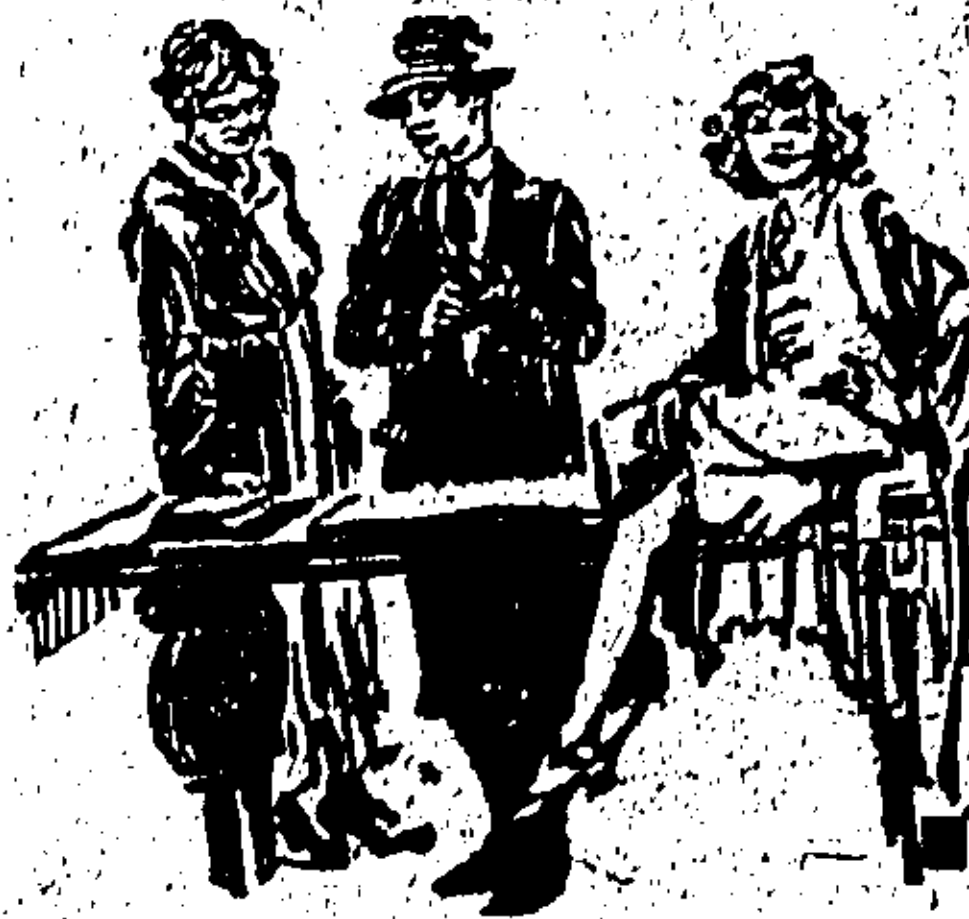
The amazing drama of a man who
had mouldered in a prison dungeon
then gained freedom only to find
himself in a startling new crisis!—

with
Arthur
Carew
George
Siegman
Ian Keith
Barbara
Bedford.A MAN'S
PASTAT THE
WORLDFINAL SHOWINGS
TO-DAY

Orchestra 5.15 and 9.20.

Interpret 2.30 and 7.15.

AN UNUSUAL story of a "doornat" mother
and what happened when she began a royal
revolt!—

THE
HONEYMOON
EXPRESSWith
IRENE
RICHHOLMES HERBERT
HELENE COSTELLO
JOHN PATRICKAT THE
STARFINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.